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CONTENTS

008 NEWS
All of the latest news stories in the world of diesel, including the latest model news, technology and consumer updates.

014 MARKETPLACE
An invaluable resource bringing together up-to-the-minute model news and price changes, together with a round-up of the latest sales statistics. There's also a comprehensive guide to upcoming models that the car makers would rather you didn't know about.

022 FIRST TESTS
Driven this month:
- Jaguar XF
- Jeep Cherokee 2.2 MultiJet
- Land Rover Discovery Sport 2.0 TD4
- Mitsubishi L200
- Volvo V60 Cross Country

030 TWIN TEST
We have a pair of comparison tests this month, with Skoda's all-new Superb Estate taking on the Ford Mondeo Estate, while Kia's latest Sorento goes head-to-head with its deadly rival and relative, the seven-seat Hyundai Santa Fe.

041 ON TEST
Driven this month:
- Ford S-MAX Zetec 2.0 TDCi
- Mercedes-Benz CLA 200 CDI Sport Shooting Brake
- Peugeot 208 Allure BlueHDi 100
- Subaru Forester 2.0D XC Lineartronic
- Volkswagen Touareg SE 3.0 V6 TDI

046 LONG TERM TESTS
Our in-depth monthly long-term running reports give a valuable insight into what it is like to live with key new models on a day-to-day basis.

058 TUNING FEATURE
It's our headline act, with Diesel Car's in-depth guide to diesel tuning and modifications, for both additional performance and better fuel economy.

066 READER'S DRIVES
We have a rather unique American classic lined up for you this month, one that has seen a rather unorthodox route in the search for V8 power.

070 READER'S DRIVES
Modifying your car doesn't always have to mean extreme changes to the powerplant, as this MINI Cooper SD proves.

074 DOCTOR DIESEL
The dear old Doc gives invaluable advice on all your diesel dilemmas or problems, motoring related or otherwise.

078 DM@IL
It's your chance to have your say on any motoring subject by writing to the Editor.

079 LEGAL i
Our legal expert is on hand to answer your questions on any aspect of motoring law.

080 THE EXTRA MILE
No doubt one of the most informative and practical columns in the magazine, giving money saving advice on fuel use reduction and economy measures.

083 HIGH MILE CLUB
A look at super high mileage cars that have been around the block more than a few times.

084 USED CARS
Invaluable buying advice, and an insight into recent auction prices, as well as a comprehensive look at choosing a seven-seat Mazda5 1.6 diesel in this month's used car buyer's guide.

093 ECO CAR
A recently introduced supplement dedicated to economy focused motoring. Be it electric, hybrid, alternative fuels or sub-100g/km petrol cars. There's news, views, road tests and features, too. This month we look at a Ford Focus that has been converted to run on LPG Autogas.

On test this month:
- Ford Focus Style 1.0T EcoBoost
- Infiniti Q70 Premium Tech Hybrid

102 DATA FILES
The most comprehensive and accurate data section in the business, covering every diesel, hybrid and electric vehicle on sale, as well as the addition of sub-100g/km petrol cars, too.

122 JEERBOX
Columnist Simon Hacker takes an interesting and amusing sideways look at aspects of the wonderful world of motoring.

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WHATCAR? Car of the Year 2014 Best MPV

WHATCAR? Car of the Year 2015 Best MPV

CITROËN GRAND C4 PICASSO

The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO_2/km barrier with the BlueHDi 150* delivering up to 72.4 MPG.□ With its ultra-flexible 7-seat interior, 360° Vision Parking,° Keyless Entry and Start,△ and Panoramic Windscreen, it's no wonder it's been voted What Car? Car of the Year 'Best MPV' for two years running.

CRÉATIVE TECHNOLOGIE

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CITROËN prefers TOTAL Model shown: Grand C4 Picasso BlueHDi 120 S&S 6-speed manual Exclusive+. OTR price £26,665 (incl. Teles Blue metallic paint at extra cost of £520). *Available on Grand C4 Picasso Exclusive and above. □Combined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. °Optional at extra cost on Grand C4 Picasso Exclusive+. △Optional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+

Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO_2 Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO_2. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO_2. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

"WHAT WAS THE WORST HIRE CAR THAT YOU'VE EVER BEEN GIVEN WHILE ON HOLIDAY?"

Maxine has always had a passion for cars and after ten years as a regional motoring editor in South Wales, is enjoying the freelance lifestyle, travelling here, there and everywhere to test out new cars and interview the brains behind the technology. She simply loves driving... nearly as much as rugby!

MAXINE ASHFORD — FORD FIGO

A rare female in the testosterone pool of motoring journalism, Sue has had her right foot to the floor throughout a career spanning more than 30 years. From local newspapers, via Brands Hatch and twenty years in Fleet Street as a motoring editor, she also notched up a decade as a Top Gear presenter.

SUE BAKER — FIAT PUNTO

Gavin's right foot is still planted firmly in the 1980s and 1990s, as he fuels his rather unhealthy obsession with old motors. Commonly he is found tapping away furiously at a keyboard, or hurtling up the A303 from Devon to attend a car event. He is said to be fond of tea and Hobnobs.

GAVIN BRAITHWAITE-SMITH — VAUXHALL ZAFIRA

A journalist for the best part of a decade, Jack has worked on consumer magazines and websites, national newspapers and specialist business and enthusiast titles. He's written about old cars and new cars and has thumbed through more company car benefit-in-kind tax tables than most sane people ever will.

JACK CARFRAE — DAEWOO MATIZ

Motoring journalism was the unexpected outcome of a decade spent in a variety of rally cars, in both the left- and right-hand seats. Peter maintains that this arduous habit still enables him to see both sides of a motoring argument, be it about a race car or electric shopping motor.

PETER CRACKNELL — SEAT MARBELLA

Country dweller Richard got hooked on cars at the 1982 NEC motor show, aged 11. However, he didn't start driving until he was 13, when he began tearing up the fields around a nearby farm, in his school friend's beaten-up Audi. Now, 33 years on, he has a less tatty Audi of his own.

RICHARD DREDGE — DODGE CARAVAN

Dating back to the days of hot metal and typewriters, Simon trained on a local weekly rag before realising transport and travel might be more interesting than the machinations of Wapley Parish Council. These days, travel is mostly restricted to school runs with occasional escapes to research his next work of fiction.

SIMON HACKER — MINI MOKE

City life, urban crawls, and the M25 are amongst Victor's pet hates, along with mobile phones and most pop music since Abba. But he's a country music fan, and he often dreams of picking up Willie Nelson or Emmylou Harris, guitar on shoulder, hitching a lift on the A14, in his little red Corvette. Definitely a dreamer...

VICTOR HARMAN — PEUGEOT 306

Phil has spent 20 years working around cars in one way or another, turning to writing about them after realising he was too poor to race them. He's always looking for the next four-wheeled adventure, so has developed an unhealthy habit of buying undesirable cars from the 80s and 90s to go alongside his old Americana.

PHIL HUFF — CHRYSLER SEBRING

DieselCar OCTOBER 2015

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THE WAY **IT IS**

The price of fuel is a subject that affects everything we do in life. Not just in filling up the humble family car, but also the cost of every single item that you want, or need, to buy. If the cost of diesel is sky high, then the haulier and transportation costs to deliver the milk and bread to the supermarket increases, and this obviously has a knock-on effect in your pocket.

But recent actions by some of the major supermarkets has seen the price of diesel fuel fall below that of unleaded petrol, the first time in fifteen years. At most fuel stations, there's a price difference of between one and two pence, in favour of diesel fuel, and is a return to what was the norm up until the turn of the millennium, and which occurs in virtually every European country.

As you can imagine, it's a discussion area that has been very hot at Diesel Car Towers, especially as I have been predicting this very situation since earlier this year. The wholesale price of diesel has been tumbling throughout this year, and it is only now that the savings are being passed onto the consumer. While some people may have written me off as 'bonkers', as you can imagine, I'm pretty chuffed to finally be proven right. One friend in particular that I have been having exchanges with over the past year, has just traded in his eleven year-old diesel car for something that is petrol powered. One of the justifications was that petrol is cheaper to buy, but by the time he had picked his new motor up, the situation had been reversed. I couldn't help chuckle to myself when the lower diesel prices hit the headlines.

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ADDING PREMIUM POLISH

Barely a year after plans emerged that DS would be spun off separately from the Citroën marque, creating an upmarket, premium arm, the new offshoot has unveiled an updated DS 4, and with it comes a chunky SUV-inspired edition that wears the DS 4 Crossback moniker.

On sale here in November, the latest DS 4 adopts a similar nose treatment to the recently launched DS 5, and the Numéro 9 concept car. A bold, distinctive and vertical chrome grille, with prominent DS badge right at the centre, is coupled with fresh headlights, scrolling indicators, and a more intricate looking front bumper. Inside, the dashboard and door tops are now clad in leather, there's extra chrome on the glovebox, and though the colour scheme depicted in our photographs is unlikely to reach UK showrooms, a range of cloth and leather upholsteries will be offered, including the distinctive watch-strap design that has become a trademark of the DS cars. Apple CarPlay makes its debut in the DS4, with the car having the accolade of being the first model in the Citroën, DS and Peugeot group to offer Apple iPhone compatibility with the infotainment system, while MirrorLink for Android users is offered, too.

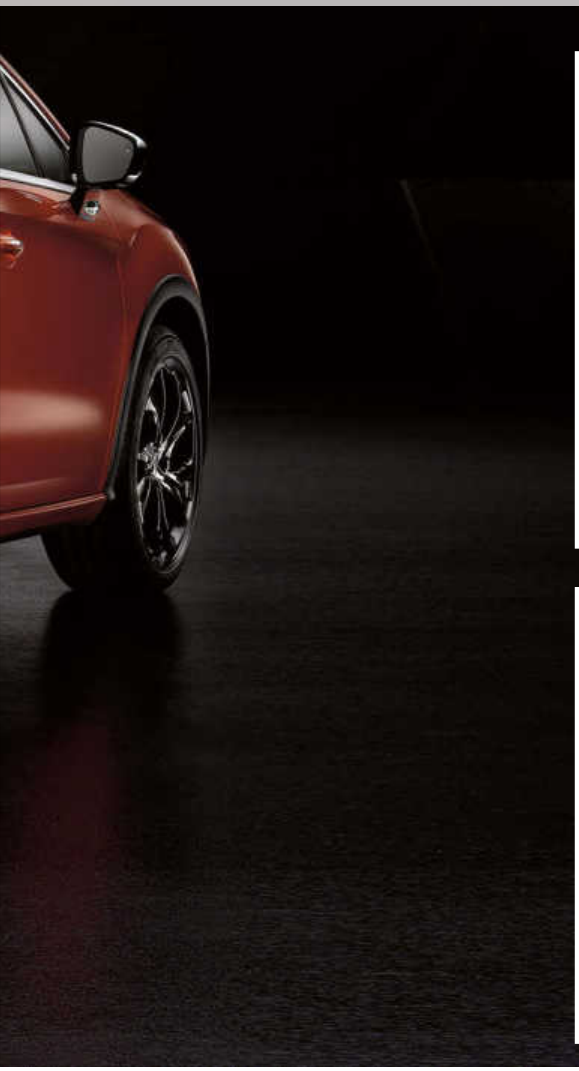
Alongside the regular DS 4 line-up, set to be available in Elegance and Prestige trim levels, a crossover inspired DS 4 Crossback

"...a crossover inspired DS 4 Crossback will be offered, fitted with a unique front bumper, chunky roof bars, rear spoiler, wheel arch extensions and a raised ride height of three centimetres.

will be offered, fitted with a unique front bumper, chunky roof bars, rear spoiler, wheel arch extensions and a raised ride height of three centimetres. This newcomer gives the DS brand its first foothold in the recreation market that has become so popular with family buyers. Personalisation is set to become more important on the latest DS 4, with a choice of different colour options for the roof, mirrors, spoilers and interior inlays in black, purple, blue or orange. The firm has seen how popular the options are with buyers of the DS 3 supermini, and want to cash in on it with the larger DS 4, too.

The engine line-up has been recently overhauled in the current DS 4 to meet the latest Euro-6 emissions, but even so, the company's engineers have made the units more efficient in the latest model. Manual and automatic transmission versions of the 118bhp 1.6-litre BlueHDi engine result in a dip in CO_2 to 97g/km for the former, and 99g/km for the latter, while the larger 148bhp 2.0-litre BlueHDi engine manages 98g/km and 61.9mpg – an improvement of 5g/km and 4.3mpg, respectively. The flagship of the line-up, the automatic only 178bhp 2.0-litre BlueHDi unit emits 113g/km and is officially rated at 54.7mpg. Stop-start technology is fitted as standard on all versions, as well as selective catalyst reduction that is designed to neutralise harmful particles.

The DS 4 and DS 4 Crossback make their world debut at the Frankfurt motor show later this month, with the first examples reaching UK showrooms in November. Although specifications are still being finalised, prices for diesel editions are expected to start from a little over £21,000.



MAZDA HINTS AT FLAGSHIP CROSSOVER

Mazda will take the wraps off a new sportily-styled concept car at the Frankfurt motor show later this month. The crossover concept has been named Koeru, the Japanese word for 'exceed' or 'go beyond'.

Apart from the sketch, released this week by the Japanese car maker, little is known about the new concept car, but it is thought that it is an insight into a flagship SUV to sit above the CX-5. It would serve as a replacement for the CX-7, last sold here in 2012, and may even offer the option of seven-seats, so that the vehicle can compete more effectively against rivals like the Mitsubishi Outlander and Kia Sorento. Although powertrain options haven't been revealed, we would expect that Mazda's excellent 2.2-litre SkyActiv-D engine will be utilised in the production car. DC

HERE SOLD TO GERMAN CONSORTIUM

A consortium of car makers – BMW, Daimler-Benz and Audi, part of the Volkswagen Group – have teamed up to buy the high-definition mapping and navigation company HERE from Nokia. The deal, worth almost £2 billion, brings to an end months of speculation in the media as to the future of the company, with the transaction expected to be wrapped up early next year. Each of the three companies will hold an equal stake, with the day-to-day management remaining totally independent.

The firm dates back to 1985, when it mapped the San Francisco Bay area in the USA, before morphing into Navteq, which was bought by Nokia in 2008. HERE claims that 80 per cent of new cars sold with integrated satellite navigation features its maps, with current customers listed as Samsung, Amazon and Microsoft, as well as a number of other technology firms. DC

REGENT STREET MOTOR SHOW BACK FOR 2015

The UK's largest free motor show will again take place in Regent Street, London, with this year's event set for Saturday 31st October. The show celebrates the early days of motoring, with pre-1905 veteran vehicles on display, as well as a whole host of more up-to-date cars and those from today's era. The show opens at 10.30am and is on until 4.00pm, with Regent Street closed to traffic from Oxford Circus to Piccadilly Circus, providing a safe, traffic-free environment for visitors to browse the exhibits. DC

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PEUGEOT 308

MOTION & EMOTION

PEUGEOT

MOTORING MORSELS

Silver is the most commonly scratched, bumped and damaged car colour according to smart repairer **ChipsAway**, with 24 per cent of all cars worked upon finished in the hue.

The **Department of Transport** has announced that Manston Airfield in Kent will be used as additional capacity for Operation Stack, for holding freight traffic en route to Dover.

FordFest is a new event for lovers of **Ford** cars, both old and new, and is set to take place at **Santa Pod Raceway** in Podington, Northamptonshire on Sunday 13th September 2015.

Car history verification company **HPI** reports that dealers are enthusiastically backing proposals by the EU to introduce legislation to outlaw mileage correction firms by May 2018.

Hyundai Motor UK is celebrating its first decade as an official subsidiary of its parent firm, with the brand having sold more than 600,000 vehicles during that time.

IM Group, importers of **Subaru** and **Great Wall** vehicles into the UK has bought the rights to import and sell **Citroën** and **DS** models in the Republic of Ireland.

Tickets to the **London Motor Show** can now be pre-booked at www.thelondonmotorshow.co.uk. The show will run from 5th to 8th May 2016 at Battersea Park, London.

A new joint manufacturing deal, worth £645 million, between **Mercedes-Benz** and **Nissan** has been inked, with the production plant in central Mexico set to open in 2017.

MG has opened a flagship showroom in the prestigious area of Piccadilly, London. The new site exhibits the modern range, plus also gives visitors a look at the company's new SUV.

A survey by car supermarket **Motorpoint** found that 68 per cent of respondents believe that their car insurance should be cheaper if they fit a dash cam to their car.

Toyota is celebrating 50 years of selling cars in the UK, with the first car, the Corona, first going on sale in 1965. Since then, more than three million cars have been sold here.

More than 20,000 qualified drivers completed an online driving theory test for website **webuyanycar.com**, with a third of them failing. The age bracket 17-21 performed worst.

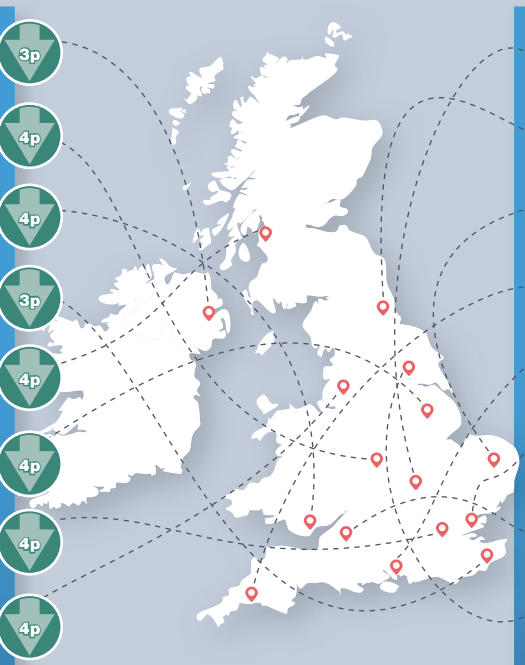
You can read more about some of these stories at WWW.DIESELCARMAGAZINE.CO.UK

Like us on Facebook at www.facebook.com/DieselCar to get the latest news and follow us on Twitter @DieselCarOnline

FUEL PRICES

With the cost of fuel making up a significant part of a car's running costs, DieselCar researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles.

BELFAST, TESCO	111.9	3p
BIRMINGHAM, ASDA	110.7	4p
CARDIFF, ASDA	110.7	4p
DOVER, TESCO	113.9	3p
GLASGOW, MORRISONS	110.7	4p
LINCOLN, ASDA	110.7	4p
LONDON (WEST END), ASDA	110.7	4p
MANCHESTER, SAINSBURY'S	109.9	4p
MILTON KEYNES, ASDA	110.7	4p
NEWCASTLE UPON TYNE, ASDA	110.7	4p
NORWICH, MORRISONS	110.7	2p
PLYMOUTH, ASDA	110.7	4p
PORTSMOUTH, ASDA	110.7	4p
SOUTHEND-ON-SEA, ASDA	110.7	4p
SWINDON, ASDA	110.7	4p
YORK, ASDA	110.7	4p



PRICES CORRECT AS AT 14TH AUGUST 2015

A month in the world of motoring

8TH AUGUST 2015

Spent a day car shopping with a friend that wants to replace his Fiat 500 for something bigger. With a family on the way, a two-door car is no longer practical, and so a five-door supermini is firmly on the agenda. Mike hasn't a clue when it comes to cars, so I drew up a shortlist for him, taking into account a budget of around £200 a month plus his car, which can't be worth more than about £4k in its unwashed, filthy state.

I always relish these kind of expeditions as it's always good to be able to see the motor industry through the eyes of a car buyer. Measuring the level of customer service is a good way of assessing whether buyers are likely to go back. Dealers count on repeat business and so how well you are taken care of is the difference between getting that sale or never seeing the customer again.

Our first port of call was a MINI dealer, and even before we had walked through the door, we were being welcomed. And not a half-hearted, we have to do that to every customer, kind of introduction, the sales adviser was actually genuinely interested in why we were there. We said that we were there to browse, and she left us alone to do our thing, after reassuring us that if we needed anything that she was available to ask. While the MINI didn't suit my friend's needs, it is obvious why there are so many MINIs being registered and out on the roads. Top marks to MINI!

Next it was on to Volvo, just a short drive away. Yes I realise that the budget would be busted, but Steve wanted to take a look at the V40 because he liked the safety image that Volvo projects, and had seen a bright blue example on the way to work. Things didn't get off to a great start when there wasn't anywhere to park. Apart from most of the spaces being taken up by around 15 unregistered cars still with their protective wrapping on them, what few spaces that were left had courtesy cars parked in them. Without anywhere to park, we both said that we would come back a bit later, but we didn't. We wonder how many other customers take a similar stance, and how many customers are being lost through bad planning and a lack of parking.

Instead we travelled a mile or so to the Fiat dealer, which was top of Steve's list, as he liked the look of the 500L. We couldn't see any examples outside, but hoped that there was one inside. Unfortunately, apart from a couple of 500 hatches, and a 500X, there was very little to see. One salesman was slumped at his desk reading some paperwork, and the other was eating his lunch. After a half-hearted 'can I help you?', he seemed quite surprised that we did actually want some help. Asking for a brochure was met with a 'nah, we haven't

got any' and enquiring about a price list, we were told that they don't do them. He said that it's a more a case of what cars we can get, as delivery times vary. We didn't really feel inclined to ask what that meant, and Steve and I agreed that this was probably the last place that we would buy a car. If this was the kind of service when we had cash burning a hole in our pocket, what would it be like if a problem cropped up with the car? A shame really seeing as the 500L was originally at the top of the list, and with Steve already owning a 500, I would have said it was a safe bet that he would buy another, but the customer loyalty was ruined by the staff attitude.

A drive to the next town was needed to visit the local Peugeot dealer, and things didn't get off to a great start. A dressing down of one salesman by what we assume to be the sales manager didn't give a great impression. 'Just do your job' was the conversation that we interrupted in the middle of the showroom, but things were redeemed by the guy introducing himself and offering to help. We said that we were there to see the new Peugeot 208. Asking for a brochure and we were given the pre-facelift edition, and when asked if the latest model brochure was available, we were reassured that it was the latest car. He backtracked when he realised that I knew what I was talking about and then admitted that there weren't any. How on earth are dealers going to sell cars if they haven't got the material to sell them? Points deducted there Peugeot! While Steve and I were able to check out the car in the showroom, in most car purchases it's the wife or girlfriend that you seek extra reassurance from to rubber stamp the deal when you get home, and a lack of literature means that this is more difficult. But this was the clear favourite from the many cars that we saw and I have left it to Steve to arrange a test drive for later in the week.

We certainly experienced a mixed bag of dealers and I left out the ones that delivered an 'alright' service. What was obvious from the few garages that we visited was that some of the dealers need to work harder to provide a better quality of service. The 'can't be bothered' attitude at the Fiat dealership has certainly lost them repeat business, and it's obvious that Fiat management in Slough need to be banging some heads within its dealer network.

24 YEARS AGO...

The expansion of the diesel car market is put into sharp contrast with boasts of four new car tests on the front cover of the October 1991 issue. Back in an era when it was tough to fill the 116 pages with news of fresh entrants to the diesel market. Ford's Orion 1.8D Ghia took top billing, with our testers rating it highly, but questioning whether it was worth the £13k price tag with so many other talented rivals on the market. The Daihatsu Charade CX Diesel Turbo was described as "different, distinctive and cheerful", while the third vehicle on test, the Mercedes-Benz Geländewagen was described as "painfully slow" and slated because it wasn't very economical. The Talbot Sportsman was also put through its paces, which was little more than an Express van with windows, but our testers liked it for being comfortable, and easy and pleasant to drive. The only fly in the ointment being the engine noise due to the low gearing, and it necessary to raise your voice to make conversation with passengers.

MARKETPLACE

The shift away from traditional buying habits continues, with crossovers and SUVs particularly popular in July 2015, along with superminis. Compared to ten years ago, sales have grown by more than 22 per cent in the small car sector, showing that consumers are downsizing and looking for efficiency gains when choosing their new car.

During July, 178,420 units were registered, a rise of 3.2 per cent compared to a year ago, with buyers choosing more diesel powered cars than petrol. The best-selling diesel was the Ford Focus, with the Fiesta grabbing the top spot in the overall sales charts. The Toyota Yaris was the most popular hybrid model, the Mitsubishi Outlander PHEV the biggest selling plug-in hybrid, and the Nissan Leaf continues to dominate the pure-electric sales charts.

With plans to create a separate DS Automobiles brand well advanced, and away from its parent, Citroën, all of the registration figures are now split out separately. During July, 782 examples of the DS 3, DS 4 and DS 5 were registered, and had the figures still been incorporated together, it would have been a good month for Citroën, putting them in ninth place, just behind sister brand, Peugeot. Instead, DS Automobiles is ranked in 34th place, just behind SsangYong, but ahead of Maserati. And Citroën resides in 11th place behind Hyundai, but one place in front of Kia, with a 3.08 per cent marketshare.

BEST SELLERS

	JULY 2015		YEAR-TO-DATE	
1	Ford Fiesta	8,504	Ford Fiesta	80,494
2	Ford Focus	7,044	Vauxhall Corsa	55,011
3	Vauxhall Corsa	4,886	Ford Focus	52,122
4	Volkswagen Golf	4,880	Volkswagen Golf	43,141
5	Nissan Qashqai	3,789	Nissan Qashqai	38,290
6	Audi A3	3,731	Vauxhall Astra	33,153
7	Volkswagen Polo	3,620	Volkswagen Polo	32,600
8	Fiat 500	3,191	Audi A3	29,496
9	Vauxhall Astra	3,187	Mercedes-Benz C-Class	27,544
10	Mercedes-Benz C-Class	2,868	Fiat 500	25,815

DIESEL BEST SELLERS

	JULY 2015		YEAR-TO-DATE	
1	Ford Focus	3,534	Volkswagen Golf	25,180
2	Volkswagen Golf	2,715	Ford Focus	24,772
3	Ford Kuga	2,338	Nissan Qashqai	23,580
4	Vauxhall Insignia	2,214	Mercedes-Benz C-Class	20,868
5	Mercedes-Benz C-Class	2,140	Vauxhall Insignia	19,864
6	Nissan Qashqai	2,111	BMW 3 Series	17,241
7	Audi A3	2,018	Ford Kuga	17,215
8	BMW 3 Series	1,913	Audi A3	16,718
9	Mercedes-Benz A-Class	1,804	Mercedes-Benz A-Class	14,093
10	Skoda Octavia	1,764	Mercedes-Benz E-Class	14,014

BEST SELLING CAR MAKERS

		JULY 2015	MARKET SHARE%		YEAR-TO-DATE	MARKET SHARE%
1	Ford	24,115	13.52%	Ford	201,265	12.94%
2	Vauxhall	16,899	9.47%	Vauxhall	159,333	10.24%
3	Volkswagen	15,503	8.69%	Volkswagen	135,567	8.72%
4	Audi	13,004	7.29%	Audi	99,013	6.37%
5	Mercedes-Benz	10,127	5.68%	Nissan	93,335	6.00%
6	Nissan	9,912	5.56%	BMW	89,748	5.77%
7	BMW	9,385	5.26%	Mercedes-Benz	84,930	5.46%
8	Peugeot	7,077	3.97%	Peugeot	64,414	4.14%
9	Skoda	6,576	3.69%	Toyota	60,196	3.87%
10	Toyota	6,251	3.50%	Hyundai	52,911	3.40%

NEW CAR REGISTRATION BREAKDOWN

		JULY 2015	M.SHARE %	YEAR-TO-DATE	M.SHARE %
Diesel sales		87,672	49.10%	753,274	48.40%
Petrol sales		86,434	48.40%	759,788	48.90%
	Pure electric	420		5,102	
	Plug-in hybrid	1,169		11,100	
	Diesel hybrid	277		2,529	
	Petrol hybrid	2,448		23,516	
Alternative fuel sales		4,314	2.40%	42,247	2.70%
Total sales		178,420		1,555,309	

REGISTRATION WINNERS

		REGISTRATIONS – JULY 2015	REGISTRATIONS – JULY 2014	INCREASE %
1	SsangYong	397	80	396.25%
2	Jeep	691	278	148.56%
3	Porsche	1,177	661	78.06%
4	Jaguar	2,388	1,352	76.63%
5	smart	661	415	59.28%
6	Chevrolet	3	2	50.00%
7	Mitsubishi	1,622	1,181	37.34%
8	Renault	5,499	4,088	34.52%
9	Mazda	3,008	2,426	23.99%
10	Mercedes-Benz	10,127	8,404	20.50%

REGISTRATION LOSERS

		REGISTRATIONS – JULY 2015	REGISTRATIONS – JULY 2014	DECREASE %
1	Chrysler	2	126	-98.41%
2	Maserati	105	161	-34.78%
3	Dacia	1,040	1,404	-25.93%
4	Land Rover	2,822	3,722	-24.18%
5	SEAT	3,190	4,149	-23.11%
6	Skoda	6,576	7,588	-13.34%
7	MINI	3,123	3,571	-12.55%
8	Alfa Romeo	306	342	-10.53%
9	Vauxhall	16,899	18,756	-9.90%
10	Suzuki	2,045	2,254	-9.27%

Data supplied by:

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IN THE PIPELINE

FIAT 500

D Alfa Romeo Large Car	New model	2016
D Alfa Romeo Crossover	New model	2016
D Audi A3	Facelift	2016
D Audi A4	New model	Winter 2015
D Audi A4 Avant	New derivative	Spring 2016
D Audi A4 Allroad	New derivative	2016
D Audi A5 Coupé	New model	2016
D Audi A5 Convertible	New model	2016
D Audi A7	New model	2017
D Audi Q1	New model	2016
D Audi Q5	New model	2016
D Audi Q7 3.0 TDI (215bhp)	New derivative	October 2015
DE Audi Q7 e-tron quattro plug-in hybrid	New derivative	2016
D Audi SQ7	New engine	2016
D BMW 2 Series Gran Tourer	New model	September 2015
D BMW 3 Series	Facelift	September 2015
PE BMW 330e Plug-In Hybrid	New derivative	2016
D BMW 5 Series	New model	2016
D BMW 5 Series Touring	New derivative	2016
D BMW 7 Series	New model	October 2015
D BMW X1	New model	October 2015
D BMW X1 xDrive18d	New derivative	November 2015
PE BMW X5 xDrive40e	New derivative	October 2015
D BMW X7	New model	2016
D Citroën C3 Picasso	New model	Autumn 2015
D DS 3	Facelift	Spring 2016
D DS 4	Facelift	Autumn 2015
D DS 5 BlueHDi 120 Automatic	New derivative	Winter 2015
P Fiat 500	New model	September 2015
D Fiat 500 1.3 MultiJet	New engine	December 2015
D Fiat 500X 1.3 MultiJet	New engine	September 2015
D Fiat 500X 2.0 MultiJet	New engine	September 2015
P Ford Ka	New model	2016
D Ford Fiesta	New model	2017
D Ford EcoSport	Facelift	October 2015
D Ford Focus Zetec S Red/Black	New derivative	Summer 2015
D Ford Focus ST Diesel PowerShift	New derivative	2016
D Ford C-MAX 1.5 TDCi PowerShift	New derivative	September 2015
D Ford Kuga	Facelift	2016
D Ford Vignale Kuga	New derivative	2016
D Ford Vignale Mondeo	New derivative	September 2015
D Ford Vignale S-MAX	New derivative	2016
D Ford Edge	New model	Spring 2016
D Ford Ranger	Facelift	Autumn 2015
D Honda Civic	New model	2017
D Honda HR-V	New model	September 2015
D Hyundai ix20	Facelift	September 2015
D Hyundai Tucson	New model	September 2015
D Hyundai Santa Fe	Facelift	September 2015
D Infiniti Q30	New model	December 2015
D Infiniti QX30	New model	2016
D Infiniti Q60	New model	2016
D Jaguar XE Sportbrake	New bodystyle	2016
D Jaguar XE 2.0d TwinTurbo	New engine	2016
D Jaguar XF	New model	Autumn 2015
D Jaguar XF 2.0d TwinTurbo	New engine	2016
D Jaguar XJ	Facelift	Autumn 2015
D Jaguar F-Pace	New model	2016
D Jeep Medium SUV	New model	Summer 2017
D Jeep Grand Cherokee	Facelift	Autumn 2016
D Kia Rio	New model	2017
D Kia cee'd	Facelift	Autumn 2015
D Kia cee'd GT Line	New derivative	Autumn 2015
D Kia pro_cee'd	Facelift	Autumn 2015
D Kia Hybrid	New model	2016
D Kia Optima	New model	Winter 2015
D Kia Optima Sportswagon	New bodystyle	2016
D Kia Sportage	New model	Spring 2016
D Land Rover Defender	New model	2018
D Land Rover Discovery Sport TD4	New engines	September 2015
D Land Rover Discovery	New model	2016
PE Lexus RX	New model	Winter 2015
PE Lexus LS	New model	2016
D Maserati Levante	New model	Autumn 2015
D Mercedes-Benz A-Class	Facelift	September 2015
D Mercedes-Benz CLA S/Brake 4MATIC	New derivative	Autumn 2015
D Mercedes-Benz C-Class Coupé	New bodystyle	Winter 2015
D Mercedes-Benz C-Class Convertible	New bodystyle	Winter 2015
D Mercedes-Benz E-Class	New model	2016
D Mercedes-Benz GLC-Class	New model	October 2015
D Mercedes-Benz GLC-Class 2WD	New derivative	2016
D Mercedes-Benz GLC-Class Coupé	New model	2016
D Mercedes-Benz GLC 350 d	New engine	2016
D Mercedes-Benz GLE-Class	Facelift	September 2015
D Mercedes-Benz GLE-Class Coupé	New model	Summer 2015
D Mercedes-Benz SLC-Class	Facelift	2016
D Mercedes-Benz Pick-Up	New model	2018
D MG SUV	New model	2016
D MINI Clubman	New model	October 2015
D MINI Clubman Cooper SD	New derivative	2016
D MINI Convertible	New model	Winter 2015
D MINI Countryman	New model	2016
D Mitsubishi ASX	New model	2016
D Mitsubishi Outlander	Facelift	Autumn 2015
D Mitsubishi Shogun	New model	2016
D Mitsubishi L200	New model	September 2015

KIA PRO_CEE'D

If you've made your mind up that you want to treat yourself to a new car, then check out these pages to see what's coming soon. Here we highlight all of the upcoming new models that the dealers don't want you to know about, as they would prefer to shift the soon to be obsolete metal languishing in their showrooms. Don't be surprised if the salesman pretends not to know anything about them, but rest assured, our information is rock solid and has been gleaned from those in the know and company insiders. You won't find a more comprehensive guide to the diesel, sub-100g/km and alternative fuel market in the business.

P Nissan Micra	New model	2016
D Nissan Navara	New model	2016
D Peugeot 208 BlueHDi 75 Stop/Start	New derivative	September 2015
D Peugeot 2008	Facelift	2016
D Peugeot 3008	New model	2016
D Peugeot B-Sector MPV	New model	Autumn 2016
PE Porsche Macan S e-Hybrid	New derivative	2015
D Porsche Panamera	New model	2016
D Range Rover Evoque	Facelift	September 2015
D Range Rover Evoque Convertible	New bodystyle	2016
D Renault Megane	New model	Spring 2016
D Renault Kadjar	New model	September 2015
D Renault Scenic	New model	2016
D Renault Grand Scenic	New bodystyle	2016
D Renault Large SUV	New model	2017
D Renault Pick-up	New model	2016
D SEAT Ibiza	Facelift	September 2015
D SEAT Ibiza	New model	2017
D SEAT Medium SUV	New model	2016
D SEAT Alhambra	Facelift	September 2015
D Skoda Fabia GreenLine	New derivative	Autumn 2015
D Skoda Fabia Monte Carlo	New derivative	Summer 2015
D Skoda Superb	New model	September 2015
D Skoda Superb Estate	New bodystyle	September 2015
D Skoda Superb GreenLine	New derivative	2016
D Skoda Superb Scout	New derivative	2016
D Skoda Large SUV	New model	2016
P smart fortwo cabrio	New bodystyle	Spring 2016
E smart fortwo electric drive	New derivative	2016
P Suzuki City Car	New model	2016
P Suzuki Swift	New model	2017
D Suzuki Medium Car	New model	Spring 2016
E Tesla Model X	New model	Autumn 2015
PE Toyota Prius	New model	Winter 2015
H Toyota Mirai	New model	Summer 2015
D Toyota RAV4	Facelift	December 2015
PE Toyota RAV4 Hybrid	New derivative	Spring 2016
D Toyota Hilux	New model	2015
D Vauxhall Meriva	New model	2016
D Vauxhall Astra	New model	October 2015
D Vauxhall Astra 1.6 CDTi ecoFLEX	New engine	January 2016
D Vauxhall Astra 1.6 CDTi BiTurbo	New engine	January 2016
D Vauxhall Astra Sports Tourer	New bodystyle	January 2016
D Vauxhall Zafira	New model	2016
D Vauxhall Insignia	New model	2016
D Vauxhall Mokka	Facelift	2016
D Volkswagen Golf	Facelift	Autumn 2016
P Volkswagen Golf BlueMotion 1.0 TSI	New engine	September 2015
P Volkswagen Golf SV BlueMotion 1.0 TSI	New engine	September 2015
PE Volkswagen Passat GTE	New derivative	January 2016
D Volkswagen Passat Alltrack	New derivative	November 2015
D Volkswagen CC	New model	2016
D Volkswagen Touran	New model	November 2015
D Volkswagen Touran R-Line	New derivative	2016
D Volkswagen Sharan	Facelift	October 2015
D Volkswagen Tiguan	New model	2016
D Volvo S60	New model	2017
D Volvo S90	New model	2016
D Volvo V40	Facelift	2016
D Volvo V40 Cross Country	Facelift	2016
D Volvo V60	New model	2017
D Volvo V90	New model	2016
D Volvo V90 Cross Country	New model	2016
D Volvo XC40	New model	2018
D Volvo XC60	New model	2017

RUMOUR MILL

HYUNDAI
When the facelifted ix20 goes on sale later this month, Hyundai will slim the diesel model range down to just two versions, both powered by the 114bhp 1.6-litre CRDi Blue Drive engine. Buyers will have a choice between SE and Premium trim levels, both paired to a manual transmission.

HYUNDAI
The Korean car maker will also take the opportunity to slim down the range of the Santa Fe when it is facelifted within weeks, with just Premium and Premium SE trim levels on offer. At the same time, maximum power of the 2.2-litre CRDi engine will be increased to 197bhp (up from 194bhp).

VOLVO
The V60 D6 Twin Engine plug-in hybrid will switch from its current 2.4-litre five-cylinder turbodiesel powerplant to the latest 2.0-litre four-cylinder unit shortly. Power will increase by 10bhp, bringing the maximum power of the vehicle to 294bhp when combining both the engine and electric motor.

EURO 6 WATCH

81%
Percentage of models listed in our data files that meet the latest Euro-6 emissions regulations

WHAT'S NEW

AUDI

To celebrate the A8's 21st birthday, Audi has announced a limited edition. Named Edition 21, just 121 cars will be made for UK customers, with the first examples arriving at dealers from November. Available in a choice of regular or long wheelbases, each car comes equipped with the 258bhp 3.0-litre V6 powerplant, coupled with quattro four-wheel-drive, and is compliant with the latest Euro-6 emissions regulations. Taking many of its styling cues from the S8 executive express, the Edition 21 features redesigned sports bumpers front and rear, and extended side sills. Audi Matrix LED headlights, the first fully digital LED items, are standard equipment, and combine with dynamic sweeping indicators front and rear, along with LED rear light clusters. With a price tag of £72,525 for the standard wheelbase car and £76,490 for the long wheelbase version, the Edition 21 commands a price tag in excess of £10k more than the SE Executive model that it is based upon. Additional equipment includes 20-inch diamond-cut titanium coloured alloy wheels, a multi-function three-spoke steering wheel, exclusive 'Edition 21' illuminated door sills, a Bose surround sound audio system and Audi Connect. In addition, the cabin is decked out in leather from the Audi Exclusive selection, with a choice of either Cognac brown or black. Electrically operated seats that adjust in 22 different ways completes the package, along with a choice of four colours, including pearl effect Daytona Grey that is normally reserved exclusively for the S8.

AUDI

Just a few weeks after the launch of the Q7 off-roader, Audi has revealed prices for a new addition to the line-up, the entry-level 215bhp 3.0-litre V6 TDI edition. Available in both SE and S line specifications, and paired to quattro all-wheel-drive, the lower powered version means a £2,585 cost saving compared to the 268bhp iteration of the same engine. CO_2 emissions drop down to 150g/km, while fuel economy on the combined cycle is boosted to 48.7mpg, instead of 47.9mpg. The top speed drops by 11mph to 134mph, the zero to 62mph acceleration figure increases by 0.8 of a second, and maximum torque decreases by 74lb ft. The new additions to the Q7 range are available to order now, with the first deliveries expected in showrooms within weeks.

SEE ALL OF THESE NEW MODELS IN OUR UP-TO-DATE

GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.

Jeep Renegade 1.6 MultiJet II Opening Edition

Jeep Renegade 2.0 MultiJet II Opening Edition 4x4

Jeep Cherokee 2.0 Longitude Plus 4x4 Auto

Jeep Cherokee 2.0 Limited 4x4 Auto

Jeep Cherokee 2.0 Limited 4x4 Auto (Active Drive II)

Mercedes-Benz G 350 Bluetec 4Matic

Skoda Superb (All previous generation models)

Vauxhall GTC Sport 1.6CDTi ecoFLEX

Vauxhall GTC Sport 2.0CDTi

Vauxhall GTC Sport 2.0CDTi Auto

Vauxhall GTC Limited Edition 2.0CDTi

Vauxhall GTC Limited Edition 2.0CDTi Auto

Vauxhall GTC SRi 2.0CDTi

Vauxhall GTC SRi 2.0CDTi Auto

Vauxhall GTC BiTurbo 2.0CDTi

DACIA

Enhancements to the 107bhp 1.5-litre dCi engine of the Duster crossover vehicle means that the budget-priced Dacia is more economical than ever before. Fuel-saving stop-start technology is added to the Duster for the first time, bringing CO_2 emissions down to just 115g/km on the front-wheel-drive editions and to 123g/km for the four-wheel-drive models. Previously they were 130 and 135g/km, respectively. Fuel economy is now up to 64.2mpg on front-wheel-drive models, with 60.1mpg quoted for examples fitted with four-wheel-drive. But, best of all, these enhancements have not led to an increase in prices. The cheapest model, the Ambiance dCi 110 4x2 still costs £11,995, with the Lauréate Prime dCi 110 4x4 priced at £15,995. The revised line-up is available to order now, and arriving at Dacia showrooms shortly.

MERCEDES-BENZ

Enhancements to the long-running G-Class include a revised, more frugal engine, and a series of cosmetic tweaks. The updated vehicle is easily recognised by the standard-fitment of AMG flared wheelarches, updated bumpers, and new 18-inch five-spoke alloy wheels. Inside, the instrument cluster has been revised with new dials and a 4.5-inch multi-function display. But it's the engine that has come in for most attention, with power increased to 241bhp (up from 208bhp) and maximum torque enhanced to 443lb ft, whereas previously it was 398lb ft. CO_2 emissions drop down to 261g/km thanks to stop-start technology fitted as standard, while fuel economy on the combined cycle is improved to 28.5mpg. Tweaks to the suspension are designed to improve ride comfort, while enhancements to the anti-lock brakes, traction control and electronic stability programme improve on-road performance. The downside to all of this is that the cost has increased, too, with the new G 350 d 4Matic priced at £87,795, a hike of £1,350. The latest G-Class is available to order now from dealers.

DATAFILES SECTION BEGINNING ON PAGE 102

NISSAN

Back due to popular demand, Nissan has re-introduced Acenta Premium editions of the Qashqai, despite replacing them with n-tec and n-tec+ models late last year, which carry on alongside. Available with a choice of 1.5-litre dCi or 1.6-litre dCi engines, with the latter offered with the option of X-Tronic automatic transmission and also four-wheel-drive, prices start at £23,730 for the 1.5-litre dCi 110 version, and rise to £26,680 for the dCi 130 4WD. Based on the mid-range Acenta trim level, additional equipment includes a panoramic glass roof, reversing camera, rear privacy glass, DAB digital radio, satellite navigation with seven-inch touchscreen, keyless entry and start, as well as front and rear parking sensors, autonomous emergency braking, a lane departure warning system, high beam assist for the headlights, traffic sign recognition and an anti-dazzle rear-view mirror. On sale already, the re-introduced Acenta Premium models are in showrooms now.

VOLKSWAGEN

Ahead of its arrival in showrooms in November, Volkswagen has revealed prices for the most rugged version of the Passat so far, called Alltrack. Sitting at the top of the range, and featuring standard 4Motion four-wheel-drive, prices start at £30,855 for the 148bhp 2.0-litre TDI edition with six-speed manual transmission, and rise to £33,805 for the 188bhp version with six-speed twin-clutch DSG automatic gearbox. Standard equipment includes 18-inch alloy wheels, off-road suspension with raised-ground clearance, and chunky body addenda, as well as matt chrome door mirrors, underbody protection and side sills, and a chrome embellished front grille. Inside, brushed stainless steel pedals give a more rugged feel, together with the same effect for the side sill protectors bearing the Alltrack logo. There's also an off-road setting, too, that includes a hill descent assistant.

VOLKSWAGEN

The Touran MPV is the latest Volkswagen to migrate across to the company's latest MQB platform, and with the first examples set to arrive in dealers in mid-November, prices have just been revealed. Encompassing four trim levels and three engines, prices kick off at £23,840 for the cheapest S 1.6 TDI model, representing a price hike of over £2k compared to the outgoing car. And while the name may well be still the same, everything else about the new Touran is totally new. Not only is the newcomer prettier, but it is also longer, wider and lower, and with an 11 centimetre stretch in the wheelbase, there's extra space inside for passengers. All of the engines meet the latest Euro-6 emissions regulations, with three powerplants on offer – a 109bhp 1.6-litre TDI unit, and a pair of 2.0-litre TDI units developing either 148 or 188bhp, the latter combined exclusively with a six-speed DSG twin-clutch automatic transmission. The line-up kicks off with the entry-level S specification, before rising through SE and SE Family and at the top-of-the-range there is an SEL variant. A more dynamic version wearing the R-Line badge will be added to the price lists next year. All models feature Bluetooth mobile phone connectivity, seven airbags, air conditioning, remote central locking, roof rails and DAB digital radio, with SE versions featuring 16-inch alloy wheels, automatic headlights and wipers, front and rear parking sensors, autonomous emergency braking, rear privacy glass and a leather multi-function steering wheel. SE Family derivatives include a panoramic sunroof, satellite navigation, adaptive cruise control, a pre-crash system and a choice of driving modes, while the top specification SEL model also features tri-zone climate control, 17-inch alloy wheels, and front fog lights. The new Touran range is available to order now from VW dealers.

SEE ALL OF THESE NEW MODELS IN OUR UP-TO-DATE DATAFILES SECTION BEGINNING ON PAGE 102

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Remarkably, the Jaguar XF was first revealed to the public eight years ago this month, at the 2007 Frankfurt motor show. It arrived onto the UK market the following March, and thanks to careful evolution throughout the model's life, including a mid-life nip and tuck in 2011, it has remained fresh. In fact, last year was the best year yet for sales of Jaguar's large executive car, having found almost 50,000 buyers around the world, including more than 13,000 in the UK home market. So the XF is going out on a high and is replaced by a car that at first glance looks little changed. That is until you see it in the metal, and you'll discover that the all-new design is exactly that.

Despite looking considerably longer than the outgoing car, a check of the vital statistics will reveal that the latest XF is in fact shorter, and yet crams in more space inside thanks to a longer wheelbase. It's also lower, but delivers more headroom, both front and back, and extra width means that there's some additional shoulder width, too. The creator of the design is the same guy that thought up the original, Ian Callum. His brief was to offer more Jaguar XF – more space, more refinement, more technology, more efficiency and more dynamic reward. And you'll be pleased to hear that it delivers in every single department. In fact, unless you're being hyper critical, it's difficult to come with any shortcomings.

Our test car was kitted out in the specification that Jaguar expects to be the most popular – R-Sport trim paired with the 177bhp edition of the brand-new 2.0-litre Ingenium engine. Most will opt for the automatic transmission, too, which hits the headlines for its efficiency, achieving a CO_2 emissions figure of just 114g/km and 65.7mpg on the combined cycle. These figures mean that it beats both of this XF's rear-wheel-drive rivals, the 520d M Sport and E 220 BlueTec AMG Night Edition, putting the expected best seller at the top-of-the-class for efficiency and resulting in highly competitive running costs.

The latest Jaguar Ingenium engines have been hitting the headlines in other Jaguar Land Rover products, and this latest installation in the XF is a real delight. Effortless performance, brisk acceleration and generous mid-range torque makes this latest car a relaxing companion. The eight-speed automatic swaps ratios slickly and imperceptibly, while the 2.0-litre diesel engine delivers top-notch refinement. Diesel clatter is neatly isolated from the cabin while on the move, and that coupled with an almost total absence of wind and road noise, it's an incredibly restful place to travel. But it's when you hit the twisty back roads that the XF comes into its own, thanks to an agile chassis, fluid handling and exceptional body control. There's minimal body lean when cornering, and combined with excellent grip, this new Jaguar will appeal to owners that love an involving drive. At almost five metres long, it's a big car, but a few moments behind

Jaguar XF

Model tested	R–Sport 2.0 Diesel Auto
Price	£36,850
Made in	Castle Bromwich, UK
Configuration	4–door saloon, 5–seats, rear–wheel–drive
Drivetrain	1999cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	8–speed automatic
Power output	177bhp @ 4,000rpm
Maximum torque	317lb ft @ 1,750–2,500rpm
Top speed/0–62mph	136mph/8.1 secs
CO_2 emissions (tax band)	114g/km (C) Euro 6
Economy (urban/extra urban/combined)	54.3/74.3/65.7mpg
Fuel tank size/range	66 litres/954 miles
Insurance group	tba/20%
Size (length/width without mirrors)	4,954/2,091mm
Boot space (minimum/maximum)	540 litres
Kerb/max towing weight	1,595/2,000kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★☆

On sale	Now
In showrooms	Now
Prices	£32,300 to £49,445
Bodystyles	4–door saloon
Engines	2.0 (161bhp), 2.0 (177bhp), 3.0 V6 (296bhp)
Trim levels	Prestige, R–Sport, Portfolio, S
Also consider	BMW 5 Series, Mercedes–Benz E–Class

the wheel and it simply shrinks around you. Responsive steering that weights up nicely when cornering is the order of the day, and yet when pootling around town, it's light and easily manoeuvrable.

First impressions are of the interior are initially of disappointment, because it appears that some of the theatrics that made the original XF special have disappeared. The starter button still pulses red like its predecessor, but that's not quite so obvious in daylight, and the rotary gear selector rises up from the centre console, like its predecessor, but it's the revolving central air vents that you miss most. The outer vents still electrically rotate, but due to the prominent touchscreen infotainment and satellite navigation system, sacrifices had to be made and the electric central air vents hit the cutting room floor. Conventional items, like you'll see in the XF's rivals, are slimmer and more practical, and therefore met the design brief. It means a part of the original car's wow factor is now gone, but of enormous benefit is the new, larger, faster, eight-inch InControl touchscreen. The system on the old car was clunky and outdated, but this latest upgrade leaps forward by more than a few generations and is cutting edge. It's easy and intuitive to use with bright colourful graphics, and features DAB digital radio, satellite navigation and voice control as standard equipment.

The quality feel of the outgoing car has been carried over to the latest vehicle, with plush, upmarket, solid-feeling materials wherever you look and touch. Smart use of wood and metal surfaces give a blend of tradition and modernity all at the same time, and we believe the XF's cabin quality is best in class. The sports seats of our R-Design specification car proved to be sumptuous and comfortable, providing generous lateral support when cornering, and combined with a decent amount of adjustment to both the chairs and the steering wheel, it's remarkably ease to fine tune the driving position. All of the controls are sensibly grouped, with a reassuringly solid feel and nice weight to them, while the indicators have a restful, grandfather clock-like chime, in common with the first generation car. Oddment space is well catered for with storage underneath the armrest, a decently sized glovebox, well-proportioned door pockets and a handy mobile-phone sized tray positioned in front of the gear selector.

The extra rear side window makes the cabin feel a lot airier than the previous generation car, and that combined with the additional rear leg and headroom, sitting in the back is more pleasurable. But it's more suited to a pair of passengers rather than three due to the sizeable transmission tunnel running through the centre of the car. At the rear, a class equalling 540 litres of boot space is available, with a large area that is well shaped, with improved access compared to its predecessor.

The large executive car market is a tough and competitive arena, and the outgoing XF has led the pack since its debut. And with this new car, Jaguar continues that trend and goes right to the top of the class. But with an all-new BMW 5 Series and Mercedes-Benz E-Class due in showrooms next year, they are going to have to be truly special to eclipse this big cat.

Ian Robertson DC

We're quite surprised that it has taken Volvo so long to conjure up a more rugged version of its V60 estate car, especially as the firm was way ahead of the crossover trend by creating the original V70 Cross Country at the beginning of the millennium. But a change in naming policy saw that car rebadged as the XC70 in 2002 to fall in line with Volvo's then new SUV, the XC90. And the subsequent launch of the XC60 in 2008 rather put a kibosh to there ever being an off-road focused V60 estate. But that's all changed now that Volvo's product planners have decided to reintroduce the Cross Country nameplate for the hatchbacks, saloons and estate cars that have been given a more rugged, outdoorsy look, leaving the XC moniker for full-on SUVs. It's a sensible policy and will mean that next year's V70 and XC70 replacement, the V90, will spawn a V90 Cross Country edition.

Most editions of the V60 Cross Country come with front-wheel-drive, paired to Volvo's latest 2.0-litre four-cylinder diesel engines, though a flagship all-wheel-drive edition is coupled with the long-running 2.4-litre five-cylinder diesel engine producing 188bhp. Our test car came equipped with a smooth and fluid six-speed manual gearbox, paired to the neatly performing 188bhp 2.0-litre D4 diesel engine. Away from the line you can make swift progress thanks to a unit that serves up real muscle. Lots of torque, six well-chosen gear ratios, and a light and progressive clutch all work together to deliver storming mid-range pull. And you'll hardly hear the engine working away, even

DIFFERENT STROKES

Alongside the launch of the V60 Cross Country is a four-door saloon edition, wearing similarly chunky body addenda and a raised ride height. And while it may seem odd for a four-door car to be transformed using the well-trodden crossover formula, Volvo believes it is kicking off a new trend. It's telling that rivals haven't rushed to join in, since the car's unveiling earlier this year, and Volvo UK only expects to sell a modest 100 examples of the S60 Cross Country this year. Only time will tell whether the decision is visionary or an unmitigated disaster.

Volvo V60 Cross Country

Model tested	D4 SE Nav
Price	£32,245
Made in	Torslanda, Sweden
Configuration	5–door estate, 5–seats, front–wheel–drive
Drivetrain	1969cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	188bhp @ 4,250rpm
Maximum torque	295lb ft @ 1,750–2,500rpm
Top speed/0–62mph	130mph/7.8 secs
CO_2 emissions (tax band)	111g/km (C) Euro 6
Economy (urban/extra urban/combined)	61.4/70.6/67.3mpg

Fuel tank size/range	68 litres/999 miles
Insurance group/BIK rate	tba/20%
Size (length/width without mirrors)	4,635/2,097mm
Boot space (minimum/maximum)	430/1,241 litres
Kerb/max towing weight	1,634/1,800kg
Euro NCAP safety rating	★★★★☆ (pre–facelift tested)
DieselCar rating	★★★½☆

On sale	Now
In showrooms	Now
Prices	£30,195 to £38,025
Bodystyles	5–door estate
Engines	2.0 (148bhp), 2.0 (188bhp), 2.4 (188bhp)
Trim levels	SE, SE Nav, Lux, Lux Nav
Also consider	Peugeot 508 RXH

...you'll hardly hear the engine working away, even at high revs, instead it remaining a distant backing track no matter what demands you place on it.

at high revs, instead it remaining a distant backing track no matter what demands you place on it. And combined with well contained wind and road noise, bowling along in the V60 is a quiet and restful experience. Considering the extra ride height, it's surprising there isn't more body roll when cornering, but in bends the Cross Country stays relatively flat. Excellent grip and weighty steering delivers a reassuringly planted feel on more challenging back roads, while well-judged suspension settings deliver a comfortable ride, even over the most heavily rutted of surfaces, providing you opt for the smaller 17-inch wheels of our test car. A run out in a car equipped with 18-inch wheels didn't deliver the same level of pliancy, so choose your specification wisely. But the V60 Cross Country is one of those cars that you can get in, pilot with ease, travel hundreds of miles, and then get out at the other end feeling fresh.

The cabin will be familiar to anyone that has been behind the wheel of a regular V60, and it's a shame that Volvo hasn't jazzed up the cabin to make it feel a bit more special. That's not to say that the cabin isn't nice, it just lacks the wow factor, and is identical to the regular V60. And that means a stylish cabin using decent quality materials that feel reassuringly plush and solid. All of the controls are logically arranged, though a sea of buttons on the centre console may be confusing at first. The digital instruments are beautifully clear, especially at night. And though neatly positioned within view, it's a shame that the satellite navigation doesn't employ the latest touchscreen functionality, instead relying on less intuitive rotary dials located on the centre console. The seats in the V60 are some of the best in the business, with a lovely driving position that offers plenty of adjustment. Space up front is good, with generous height, while at the rear, there's a decent amount of knee, leg and headroom. But in the boot, space is more limited with just 430 litres of luggage room with the seats in place. That's less than in a Ford Focus Estate, and a long way short of class rivals like the Subaru Outback or Audi A4 Allroad. The space can be opened up to 1241 litres by folding the rear chairs down, but still that's less than rivals. Thankfully oddment space around the cabin is quite generous, with a large glovebox and decently sized door pockets.

At a cost of £1,200 more than the regular V60 line-up, the Cross Country delivers a trendier appearance thanks to a 65 millimetre raised ride height, chunkier styling, unique grille and roof rails. It looks good, drives well and is more frugal than its four-wheel-drive competition, making it a pretty smart and compelling option, especially for business users thanks to its low benefit-in-kind taxation rates.

Ian Robertson DC

Mention Mitsubishi to a room full of people, and the chances are that they will be remembered for one of two things – the Lancer Evo rally car, and the L200 pick-up. The latter has been in existence for 37 years across four generations, and was the first utility vehicle designed to appeal to the lifestyle set, thanks to sexily styled versions named Animal and Warrior. But now it's time for a new generation vehicle, series five in a long and illustrious career, and one that Mitsubishi is pinning hopes on of going right to the top of the commercial vehicle pick-up class.

"The new 2.4-litre DI-D engine is the first pick-up truck to use an aluminium cylinder block in its diesel engine...

A glance at the specifications list and it's immediately obvious why there's a degree of confidence from the bosses of Mitsubishi Motors UK, with CO_2 emissions and fuel economy figures that quite honestly trounce the opposition. With running costs vitally important as a business user, a 21g/km reduction in CO_2 and a 4.1mpg better fuel economy figure than the L200's most fuel efficient rival, the Isuzu D-Max, will make a significant difference in day-to-day running costs. And while CO_2 isn't necessarily important right now, it's only a matter of time before the Government introduces a tiered taxation system for commercial vehicles, like it has done for cars. Other cost saving measures include a timing chain that doesn't need replacing, a five-year 62,500 mile warranty, and service intervals that have been increased to 12,500 miles, or each year, whichever arrives first.

Equipment has had a significant uplift, particularly in terms of safety, with all L200s featuring active stability and traction control and seven airbags, while all versions feature a trailer stability assist system to help while towing. Even the cheapest editions come with air conditioning, a leather steering wheel and gear knob and Bluetooth mobile phone connectivity, as well as steering wheel controls for the audio system. All but the base model come with a lane departure

Mitsubishi L200

Model tested	Barbarian 2.4 DI–D
Price	£28,559
Made in	Laem Chabang, Thailand
Configuration	4–door double cab pick–up, 5–seats, four–wheel–drive
Drivetrain	2442cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	178bhp @ 3,500rpm
Maximum torque	317lb ft @ 2,500rpm
Top speed/0–62mph	111mph/10.4 secs
CO_2 emissions (tax band)	173g/km (CV) Euro 5
Economy (urban/extra urban/combined)	34.9/49.6/42.8mpg
Fuel tank size/range	75 litres/706 miles

Insurance group	tba
Size (length/width without mirrors)	5,285/1,815mm
Cargo space (minimum/maximum)	1,470/1,470mm
Kerb/max towing weight	1,860/3,100kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★☆

On sale	September 2015
In showrooms	September 2015
Prices	£23,699 to £30,239
Bodystyles	4–door double–cab pick–up
Engines	2.4 (152bhp), 2.4 (178bhp)
Trim levels	4Life, Titan, Warrior, Barbarian
Also consider	Toyota Hilux, Volkswagen Amarok

warning system, and a selectable four-wheel-drive system that can be switched at speeds of up to 62mph.

The new 2.4-litre DI-D engine is the first pick-up truck to use an aluminium cylinder block in its diesel engine, contributing to an overall weight reduction of more than 400 kilograms compared to the outgoing vehicle. It's a willing powerplant, delivering sprightly performance off the line, and suitably punchy mid-range pull. A six-speed manual transmission is fitted for the first time, and this delivers a positive, meaty feel through the gait, with well-chosen ratios to make decent progress. There's a fair amount of clatter from the engine on start-up and at idle, but it quietens down considerably when on the move. Ride comfort is a little on the firm side, but it gallops along swallowing up imperfections a whole lot better than most pick-up truck rivals. The steering is weighty and relatively low geared, and yet it is utterly manoeuvrable, especially at lower speeds. This can't be said for some of the L200s competitors, which turn shopping trips into a bicep building exercise. In corners, body lean is kept well in check, with flat handling and a decent amount of grip.

Mitsubishi designers have given the new L200s interior a significant uplift in quality, though they stopped short of including a smattering of soft-touch surfaces, with hard wearing and durable plastics the order of the day. Everything feels sturdy and built-to-last, though touches like the chrome and piano black surfaces give a more upmarket look and feel compared to before. All of the controls are logically positioned high-up for ease of use, and you sit in a hugely comfortable, command-like driving position. Where a separate lever operated the four-wheel-drive system in the old car, there's an improved rotary dial that assists ease of use enormously. Twist to select four-wheel-drive and the vehicle will change over automatically. Oddment space is decently catered for in the latest vehicle, with a large storage area ahead of the gear lever, a nicely sized glovebox and big door pockets that are big enough to hold water bottles. There's generous space up front, including a huge amount of headroom, while in the back, the knee, head and legroom is well proportioned. Rearward visibility is top-notch thanks to a large rear window, but due to a swooping windowline, the view out through the rear side windows is a bit more restricted. A reversing camera is usefully included as standard equipment on Warrior and Barbarian versions to aid manoeuvrability in busy car parks.

Ian Robertson

Jeep Cherokee 2.2 MultiJet

Model tested	2.2 Limited 4WD
Price	£36,795
Made in	Toledo, Ohio, USA
Configuration	5–door SUV, 5–seats, four–wheel–drive
Drivetrain	2184cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	9–speed automatic
Power output	197bhp @ 3,500rpm
Maximum torque	325lb ft @ 2,500rpm
Top speed/0–62mph	127mph/8.5 secs
CO_2 emissions (tax band)	150g/km (F) Euro 6
Economy (urban/extra urban/combined)	40.4/57.6/49.6mpg

Fuel tank size/range	60 litres/655 miles
Insurance group/BIK rate	36/28%
Size (length/width without mirrors)	4,624/1,859mm
Boot space (minimum/maximum)	714/1,267 litres
Kerb/max towing weight	1,878/2,495kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★½☆

On sale	Now
In showrooms	Now
Prices	£30,845 to £37,995
Bodystyles	5–door SUV
Engines	2.2 (182bhp), 2.2 (197bhp)
Trim levels	Longitude, Longitude Plus, Limited
Also consider	Land Rover Discovery Sport, Volvo XC60

Big Jeep's haven't been too popular in the UK, but the latest Cherokee is starting to turn things around. Combining American styling with European engineering has created a distinctive SUV that is as capable of handling British roads as any home-grown competitors. Barely a year in to its life, the Cherokee is getting a few tweaks to address some of the criticisms it faced, not least the fact that, as good as it was, it just wasn't quick enough. That's been resolved by the introduction of a new 2.2-litre MultiJet II diesel engine offering either 182 or 197bhp. Our test car featured the latter unit, and adding some 25 per cent extra torque to take the figure to 325lb ft. The end result is an improvement in performance that sees the Cherokee sprint to 62mph in just 8.5 seconds, while top speed has been increased to 127mph. That's not at the expense of economy though, with the new engine recording a marginal improvement in fuel usage to return 49.6mpg, at least officially. A small drop in CO_2 emissions, from 154 to 150g/km, means it usefully drops both a vehicle excise duty band, and for business users, a Benefit-in-Kind taxation rate.

All of these new numbers translate well in to real world performance; there's a significant amount of oomph now available, especially once the turbo has spun up, although that can take a little longer than you might like at times. Combined with an exceptionally smooth shifting nine-speed automatic gearbox, standard with all Cherokee's fitted with the new engine, it makes light work of overtaking, despite the sheer bulk that needs propelling. Back off and the whole car relaxes in to a wonderfully compliant cruise, the gear changes genuinely becoming imperceptible, while any engine noise disappears far in to the background. Though the Cherokee handles reasonably well, with a surprisingly composed ride under most circumstances, there's an understandable amount of body roll when cornering hard that takes some time to settle. The steering is precise, if lifeless, although some weighting that feels a little false doesn't help matters.

The steering wheel sits at quite an angle (although there is plenty of adjustment available) in front of wide and comfortable seats that suit the nature of the car. There's no figure hugging race seats here. Instead they're trimmed in fine Nappa leather, which complements the rest of the cabin well. Soft-touch plastics surround everything, including the excellent 8.4-inch uConnect touchscreen. This houses the satellite navigation, entertainment system, climate control and many more settings. Elsewhere there's a wireless mobile phone charger, electric and heated seats, automatic headlights and wipers, as well as an electric tailgate.

The whole package feels like a genuinely premium package, at a lower price than comparable models from Audi, BMW and Volvo. The new engine option makes the car easier to live with on a day-to-day basis, without impacting running costs, while the generous level of standard equipment makes the Cherokee look good value. It might not have the last word in driving dynamics, with both the Land Rover Discovery Sport and BMW X3 just edging ahead of the Cherokee, but the smooth engine and refined ride impresses for those looking at living with something just a little more relaxing.

Phil Huff

Land Rover Discovery Sport

When Land Rover launched the Discovery Sport back in February, it was a good car that really deserved a better engine than the old PSA-Ford sourced 2.2-litre diesel unit. We were promised that it would soon be replaced with the new 2.0-litre Ingenium powerplant, produced at Jaguar Land Rover's newly-built Wolverhampton engine plant. Knowing that a new power source loomed for the Discovery Sport certainly hasn't hurt sales, with 8,500 already on UK roads. But now here is the car revised for the 2016 model year, featuring the 2.0 TD4 Ingenium engine, in a choice of two power outputs: 148 or 177bhp. The lower-powered unit goes in to five-seater, manual gearbox models, while all of the test cars are seven-seaters equipped with the more powerful unit, and teamed up with a nine-speed automatic transmission.

You instantly notice the difference with the engine upgrade. It runs smoother and is quieter and more refined than the old unit. The TD4 engine has a civilising and upgrading influence on the car. Gone is the slightly gruff and rumbly background sound and vibration of the SD4, and in its place is a slick new motor that delivers better fuel economy, lower CO_2 emissions and an enhanced driving experience, with the same level of performance in a quieter environment. Both on and off-road, the Discovery Sport is an accomplished car. Although it is the smallest Land Rover – it's a close cousin of the Range Rover Evoque, but with more cabin space and practicality – it does feel quite large on the road. But it belies its size with nimble handling and great body control that lets you hustle it along twisty country roads with confidence. It also has a high degree of off-road competence with its select-a-surface Terrain Response settings engaged.

Model tested	2.0 TD4 HSE Luxury Auto
Price	£43,000
Made in	Liverpool, UK
Configuration	5–door SUV, 7–seats, four–wheel–drive
Drivetrain	1999cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	9–speed automatic
Power output	177bhp @ 4,000rpm
Maximum torque	317lb ft @ 1,750rpm
Top speed/0–62mph	117mph/8.4 secs
CO_2 emissions (tax band)	139g/km (E) Euro 6
Economy (urban/extra urban/combined)	44.8/60.1/53.3mpg
Fuel tank size/range	54 litres/633 miles
Insurance group/BIK rate	30/25%
Size (length/width with mirrors)	4,599/2,173mm
Boot space (7/5/2–seats)	194/829–981/1,698 litres
Kerb/max towing weight	1,884/2,200kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★½

On sale	Now
In showrooms	Now
Prices	£30,695 to £43,000
Bodystyles	5–door SUV
Engines	2.0 (148bhp), 2.0 (177bhp)
Trim levels	SE, SE Tech, HSE, HSE Black, HSE Luxury
Also consider	Audi Q5, BMW X3

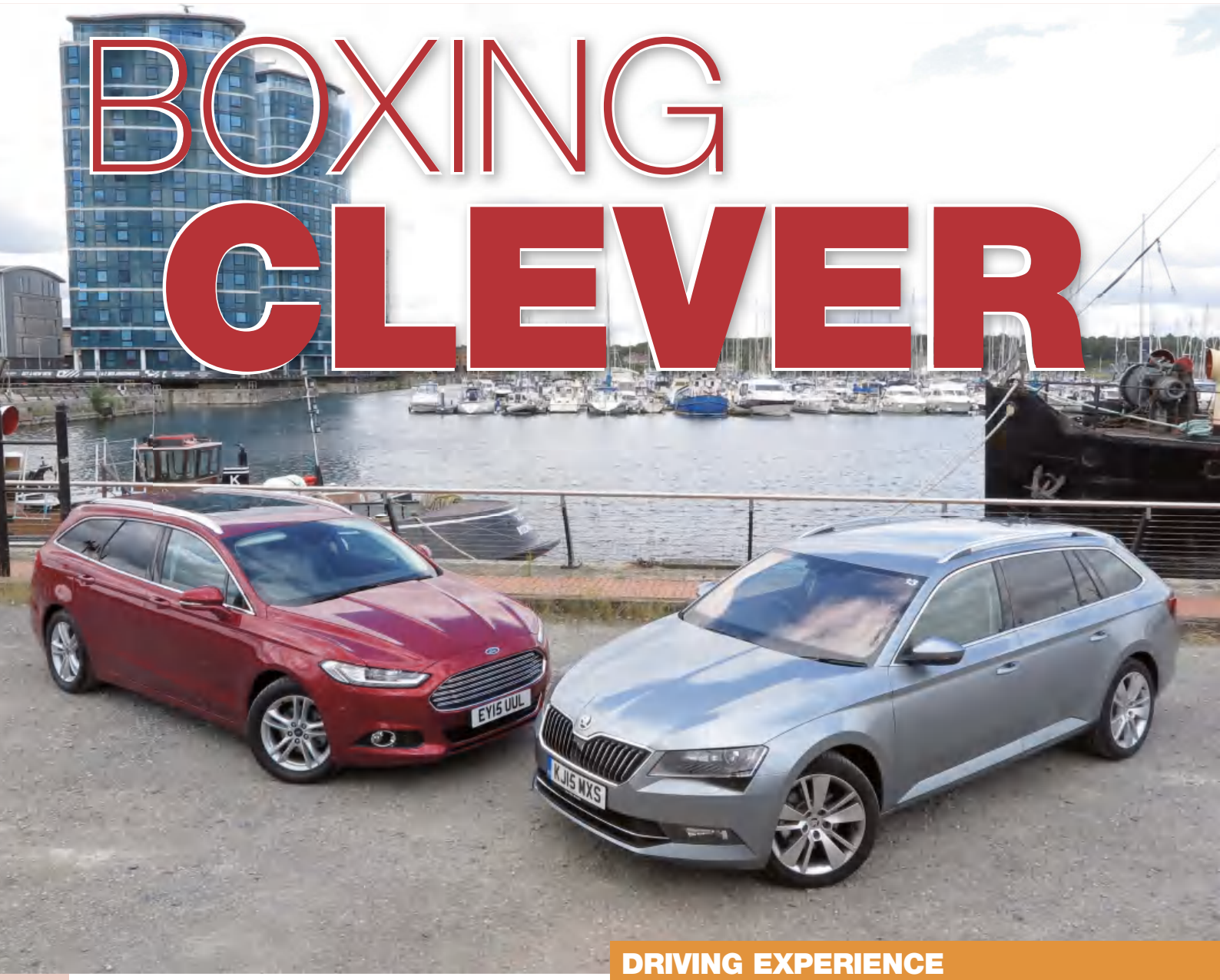
Cabin quality is high, with good quality fittings and a premium ambience. The full-length panoramic roof that comes as standard with HSE Luxury specification is worth having for the way it lightens the interior. It is remarkable that Land Rover has squeezed seven seats into the available space, but it is probably more honest to call the layout 5+2, as the rearmost pair are best suited to child size occupants, and while adults can squeeze into them, they wouldn't relish a long trip. Luggage space is quite tight with all the seats in use, but the +2 pair fold neatly into the floor to leave a generously-sized boot in five-seat mode. It has a high lip, but the flat floor and plush finish are plusses. Disappointingly there is no spare wheel, only a tyre repair kit.

The Discovery Sport is well kitted out with safety features, including a pedestrian deployable airbag that pops out close to the windscreen to guard against head injuries in a collision, and it helps the vehicle to achieve a five-star Euro NCAP crash test rating for the car. A long list of standard equipment on this HSE Luxury model includes an additional climate control unit for the third seating row, touchscreen satellite navigation, LED signature headlights with automatic high beam assist, configurable ambient interior lighting and an automated parking system. Options include an electric deployable tow bar costing £950.

Six months into a car's life is unusually early for significant engine changes, but switching to the latest Ingenium unit is a worthwhile improvement. Already popular amongst buyers, this upgrade should deservedly make it even more desirable.

Sue Baker

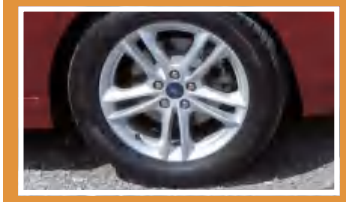
BOXING CLEVER



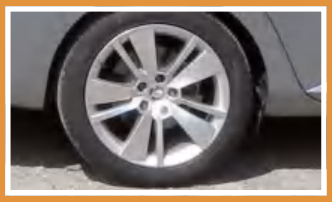
If roomy family transport is what you're after, a large estate car could well be the best solution. Here we find out how the spacious Ford Mondeo Estate sizes up to Skoda's gargantuan new Superb Estate.

So you want a car with a bit more than the usual amount of room in it, to carry the family and all their inevitable on-the-move paraphernalia. Or maybe you're a sporty type who seeks a car versatile enough to go off in with your friends, and all the sports equipment you need for your favourite hobby. Or possibly you need to cart about baby buggies, big dogs, bikes, surfboards, golf bags, DIY kit... you get the drift. To all of these scenarios, the right car for the purpose may well be an estate car. So here we have assembled two of the best from the large estate car scene, the load-lugging editions of Ford's latest Mondeo and Skoda's newly arrived Superb. It's time to explore them in comparative detail.

DRIVING EXPERIENCE



Ford Mondeo
★★★★½



Skoda Superb
★★★★★

For anyone who enjoys driving, there is an instant rapport with the Mondeo when you're behind the wheel. There is a pert feel to the steering, a precision in the way the car handles that immediately impresses, and a general poise which inspires confidence. Ride quality is generally pretty good too. The figures favour its rival here, though, because the Mondeo's 0-62 mph sprint time and top speed are inferior to those of the Superb, but as a rounded package of driver satisfaction, it is the Mondeo that has the edge. Not by much of a margin, but there is one. Ideally we would have preferred to test the Ford with a manual gearbox, in which case the Mondeo would have closed the gap, but still the Skoda leads on the performance front.

By most standards, the Superb is an excellent car for its driving calibre, with its tidy handling and creamy behaviour. As a serene mile-muncher on a long distance trip, the Superb fully lives up to its name. But driven back-to-back in this company, it can't quite match the more communicative feel of the steering and the general engagement of its rival. It's close, but in this two-horse race it's half a nose behind. Although the Superb has an identical power output and just seven lb ft less torque than the Mondeo, it is the lighter car of the two by just over 170kg, and it is reflected in a higher top speed and a second off the 0-62 acceleration time.

INTERIOR AND COMFORT

Ford Mondeo ★★★★★

Skoda Superb ★★★★½

The Mondeo's cabin is a great place to spend time, nicely designed and well laid out. The neat multi-function touchscreen set high in the dash panel is intuitive to use and thoughtfully positioned, set back at an angle that doesn't make it seem too intrusive. The heated front windscreen is a Ford feature that you may not notice for most of the year, but that will really please you for its useful efficiency come winter. The front seats are huggily comfortable, and the car's interior is clad in generally very good quality materials that look pleasing and fit nicely, but in places don't seem quite as upmarket those cladding its rival.

Switch to the Skoda, and instantly you step up a level. While the Mondeo has a nice cabin, the Superb has a better one. It isn't immediately obvious, but becomes more so the closer you look. One small gripe: although the infotainment satellite navigation screen is just a bit superior to use, it is not quite as nicely positioned, with a more upright stance that feels a little more imposing. That apart, all else about the Superb's cabin is just what you want it to be. It has a premium ambience and excellent detailing. The tasteful leather upholstery is included in the car's standard price, and together with the high-calibre structure of the trim and fitments, this cabin looks and feels a notch above that of its Ford rival.

SPACE, PRACTICALITY AND VERSATILITY

Ford Mondeo ★★★★★

Skoda Superb ★★★★★

There is nothing much wrong with the Mondeo's interior space. It feels quite generous, both in the cabin and the big boot behind. It's not a patch on the Superb though, with the Ford's rear legroom, boot space and maximum load area all rendered in the runner-up zone by an exceptional rival. The Mondeo does have one small ace in reserve, with its boot floor lining up flush with the rear sill, so that heavy items can be slid straight into the boot without interruption. That's not true of its rival, where loading flow is slowed by a two-level lip. If space really matters

> **"For anyone who enjoys driving, there is an instant rapport with the Mondeo..."**

Ford Mondeo Estate Titanium 2.0 TDCi Automatic

Price	£26,415
Made in	Valencia, Spain
Configuration	5–door estate, 5–seats, front–wheel–drive
Drivetrain	1997cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed twin–clutch automatic
Power output	148bhp @ 3,500rpm
Maximum torque	258lb ft @ 2,000–2,500rpm
Top speed/0–62mph	129mph/10.0 secs
CO_2 emissions (tax band)	128g/km (D) Euro 6
Economy (urban/extra urban/combined)	52.3/62.8/57.7mpg
Fuel tank size/range	63 litres/793 miles
Insurance group/BIK rate	23/23%
Size (length/width with mirrors)	4,867/2,121mm
Boot space (minimum/maximum)	500/1,605 litres
Kerb/max towing weight	1,601/2,000kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★½

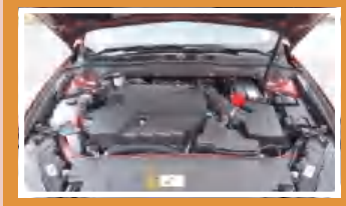
Skoda Superb Estate SE L Executive 2.0 TDI

Price	£26,320
Made in	Kvasiny, Czech Republic
Configuration	5–door estate, 5–seats, front–wheel–drive
Drivetrain	1968cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	148bhp @ 3,500–4,000rpm
Maximum torque	251lb ft @ 1,750–3,000rpm
Top speed/0–62mph	135mph/8.9 secs
CO_2 emissions (tax band)	110g/km (B) Euro 6
Economy (urban/extra urban/combined)	57.7/74.3/67.3mpg
Fuel tank size/range	66 litres/977 miles
Insurance group/BIK rate	19/20%
Size (length/width with mirrors)	4,856/2,031mm
Boot space (minimum/maximum)	660/1,950 litres
Kerb/max towing weight	1,430/2,000kg
Euro NCAP safety rating	★★★★★ (hatchback tested)
DieselCar rating	★★★★½

to you, and having the maximum possible carrying capacity is important, then the Mondeo loses out on this comparison.

In terms of spaciousness, the Superb trumps all of its rivals, not just this one. The big flagship Skoda is hugely roomy, with vast rear legroom, plus a boot that outstretches its Ford opponent by a considerable margin, packing in 160 litres more. Then let's consider the overall cargo capacity with the rear seats folded away, and the Superb still comes out top, with 345 litres of extra carriage space over its competitor. It also has some clever details like the umbrella stowage in both front doors, and the boot light that doubles up as a removable torch. The rear seats are quick-release via levers conveniently sited at the back of the boot. On space and practicality, the Superb is unarguably out in front.

RUNNING COSTS



Ford Mondeo
★★★★★

Skoda Superb
★★★★★

It's difficult to compare the two cars in this department as we're comparing apples with pears, or rather an automatic transmission Mondeo versus a Superb with a manual gearbox. As a result the Skoda comes out rather better with the annual vehicle excise duty bill just £20 thanks to CO_2 emissions of 110g/km, while fuel economy of 67.3mpg means that there's a theoretical range of 977 miles between fill-ups, assuming the driver is feather light on the controls. When looking at insurance cover, the Skoda is four tiers lower than the Mondeo, sitting in group 19. If a buyer opts for the automatic option of the Superb, then CO_2 emissions increase to 122g/km, fuel economy drops to 67.3mpg and vehicle excise duty of £110 per annum.

Standard Equipment

Ford Mondeo

- 17–inch alloy wheels with 235/50/R17 tyres and space saver spare wheel
- 60:40 split/fold rear seats
- Alarm system
- Anti–lock brakes with electronic brake–force distribution and brake assist
- Auto–dimming rear view mirror
- Automatic headlights
- Automatic high beam
- Bluetooth mobile phone connectivity
- Cruise control
- DAB digital radio with 8–inch touchscreen, 8–speakers, USB, SD card and auxiliary sockets and steering wheel controls
- Driver, passenger, side, head and driver's knee airbags with passenger side de–activation switch
- Driver drowsiness detection system
- Dual–zone climate control
- Electrically operated and heated door mirrors with power folding
- Electric park brake
- Electric windows front and rear
- Electronic stability control
- Front fog lights with cornering functionality
- Heated front windscreen
- Hill–start assist
- Isofix child safety seat fasteners for rear outer seats
- Keyless start
- Lane keeping assistant
- Leather steering wheel and gear knob
- Rain sensor
- Remote central locking
- Roof rails
- Satellite navigation
- Traffic sign recognition
- Traction control
- Tyre pressure monitoring system

What's Hot More interestingly styled Aston Martin–esque exterior and neatly designed cabin. Touchscreen infotainment system is easy to use. Engine meets the Euro–6 emissions regulations. It's the driver's car of the pairing, with agile steering and more entertaining handling. Comfortable long distance mile muncher. Space saver spare wheel included as standard. Heated front windscreen is included and a real boon in the winter months.The flush boot floor makes it easy to slide heavy items in and out.

What's Not Nowhere near as well equipped in Titanium trim. Though roomy in the back, there's much more legroom in the Superb, and a more generous boot. Some of the materials, particularly lower down, don't feel as plush as the Skoda's.

In the opposite corner of this hypothetical boxing ring, the estate edition of the Mondeo squares up to the Superb with CO_2 emissions of 129g/km, fuel economy of 57.7mpg on the combined cycle and an annual tax bill of £110. Choose the fuel-saving ECOnetic six-speed manual transmission option, and CO_2 is just 109g/km – 1g/km better than the Superb – 67.3mpg for the fuel economy (exactly the same), and an

annual vehicle excise duty bill of just £20. So in a nutshell, comparing manual editions of the Mondeo and Superb, the Ford is the cheapest to run by the minutest of margins, thanks to 1g/km lower CO_2 emissions, but swap to automatic variants and the result is reversed. For business users this translates into a benefit-in-kind taxation rate of 19 per cent for the manual Mondeo, 20 per cent for the manual Superb, 22 per cent for the automatic Skoda, and 23 per cent for the self-shifting Ford.

Taking a look at the maintenance side of things, the Mondeo comes up trumps thanks to its 18,000 mile service intervals, compared to a variable schedule on the Superb which generally means the service light will come on at between 12 and 16,000 miles, depending on the car's use. Both of the cars tested are covered for the same warranty period though, the industry standard three years and 60,000 miles.

EQUIPMENT AND PRICE

Ford Mondeo

★★★★★

Skoda Superb

★★★★½

Ignoring the gearbox anomaly for one moment, the Skoda's list of standard equipment is far more generous than its Blue Oval-badged competitor. And though the Mondeo is around £1,000 cheaper once the gearbox situation is taken into account, the Superb has a kit list that more than makes up for the differential. In fact, to specify the Ford to a similar level with optional equipment means a list price of £29,245, a hefty £2,925 more than the Skoda.

Both cars come fitted with goodies like satellite navigation, DAB digital radio, automatic headlights and wipers, power folding door mirrors and dual-zone climate control, as well as safety equipment like seven airbags and driver drowsiness detection. The Superb builds on this kit list by having an autonomous emergency braking system as standard, along with bi-xenon headlights, a choice of driving modes, heated front seats, leather upholstery, rear parking sensors, privacy glass, an electric driver's seat with memory, and SmartLink, which is handy when attempting to pair an Android smartphone. The Skoda also has 18-inch alloy wheels compared to the Ford's 17-inch items, and adaptive cruise control, compared to a passive cruise control system featured on the Mondeo. An electrically operated tailgate is standard on the Superb, compared to an optional extra cost of £400 for the Ford. But the Skoda doesn't have it all its own way, with its Blue Oval-badged rival featuring automatic high beam for the headlights, a heated front windscreen, keyless start, a lane keeping assistant, and traffic sign recognition part of the kit that comes with the Mondeo, but will cost extra cash on the Superb.

Our researchers spent time shopping for the best deal on the two cars that we tested, and the Ford Mondeo Estate in Titanium 2.0 TDCi automatic guise came out at £20,622, which is a hefty £5,793 saving off of the list price at www.broker4cars.co.uk, and equating to a discount of almost 22 per cent. By contrast, we managed to secure just £3,219 off the cost of the Superb SEL Executive 2.0 TDI manual at www.carfile.net, bringing the cost down to £23,101, and representing a 12 per cent saving. Interestingly, our specialist shoppers found out that if you were to specify a Mondeo to the same equipment level as the Superb, and opt for a manual gearbox, a car would come out at £23,063, within a whisker of the price of the Superb. Bear in mind though, that choosing any new car with a long list of optional extras will mean that you'll get very little of the extra outlay back come trade-in time.

> **The big flagship Skoda is hugely roomy, with vast rear legroom...**

Standard Equipment

Skoda Superb

18–inch alloy wheels with 235/45/R18 tyres and tyre repair kit	Electric driver's seat with memory function
60:40 split/fold rear seats	Electric park brake
Adaptive cruise control	Electric windows front and rear
Alarm system	Electrically operated tailgate
Anti–lock brakes with brake assist	Electronic stability control
Auto–dimming rear view mirror	Front fog lights with cornering functionality
Automatic headlights	Heated front seats
Autonomous emergency braking system	Hill–start assist
Bi–xenon headlights with adaptive functionality and washers	Isofix child safety seat fasteners for rear outer seats
Bluetooth mobile phone connectivity	Leather steering wheel and gear knob
DAB digital radio with 8–inch touchscreen, 8–speakers, USB, SD card and auxiliary sockets and steering wheel controls	Leather upholstery
Drive mode selector	LED daytime running lights
Driver, passenger, side, head and driver's knee airbags with passenger side de–activation switch	Rain sensor
Driver drowsiness detection system	Rear parking sensors
Dual–zone climate control	Rear privacy glass
Electric and heated door mirrors with power folding and memory	Remote central locking
	Roof rails
	Satellite navigation
	SmartLink
	Traction control
	Tyre pressure monitoring system
	Umbrellas stored in the front doors

What's Hot More generously equipped, with extra safety kit, satellite navigation and leather upholstery included as standard. Cheaper to insure. Plush feeling cabin. Limousine–like rear legroom and a much larger boot. Engine meets the latest Euro–6 emissions regulations. A pair of umbrellas, Rolls–Royce Phantom style, is a neat touch.

What's Not Only a tyre repair kit provided, with a space saver spare wheel a £100 optional extra. Comparing manual gearbox versions of both cars, the Superb has a more expensive list price. A drone from the engine at 70mph is tiresome. The step down in the boot means that bulkier items need to be lifted over the rear sill.

VERDICT

Ford Mondeo
★★★★½

Skoda Superb
★★★★½

This is a tough one, as which car wins is a matter of priorities. The Superb drives really well, but the Mondeo is just that bit more engaging for a keen driver. The Mondeo is roomy, but the Superb is impressively more so. The two cars are very close on price, but you get a lot more kit included as standard in the Skoda. Neck-and-neck to the finish of this twin test, but choose a winner we must, and it's a win by the slimmest of margins for the latest Skoda Superb. DC

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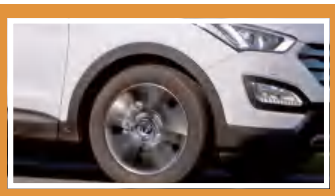
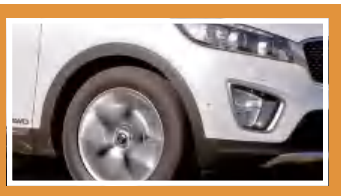
SEPARATED AT BIRTH

The latest Kia Sorento is more impressive than ever, but is it good enough to see off its cheaper, older cousin, the Hyundai Santa Fe?

We're driving the Kia Sorento pictured here, having just done a stint in the Hyundai Santa Fe that's next to it – and we have this feeling that we've been here before. Which we have, sort of. In 2010 we did the same test; the then-new Sorento against the contemporary Santa Fe, and five years on history is repeating itself. Back then the Sorento was the first Kia to breach the £30,000 barrier; now it's gone past the £40,000 point. Cue sharp intakes of breath. But the fact is that if this car featured Volkswagen badges it would cost rather more – and it wouldn't come with a no-quibble seven-year warranty. That's the difference between price and value. But while both of these cars are highly priced, do they offer good value at the same time?





DRIVING EXPERIENCE

Hyundai Santa Fe ★★★½★

Kia Sorento ★★★½★

These two are pretty much identical mechanically, which is why they're almost inseparable dynamically. They use the same 2.2-litre four-cylinder engine driving all four wheels via a six-speed automatic gearbox. The Kia gets some additional torque and extra power compared to the Hyundai, and it is the Sorento that is faster in terms of acceleration and top speed – not that you'd notice. Considering their bulk, body control is impressive, and so is performance. Barrel into a corner and there's less roll than you might expect, while at speed, both cars feel incredibly stable. Just over 300lb ft of torque doesn't sound like much to propel such portly machines, but it's all you need. At motorway speeds there's plenty in reserve, although real-world fuel consumption will probably dip below 30mpg compared with the claimed 40+ mpg. It's just a shame that for a range-topping model, both cars pack just four cylinders. A V6 unit would be smoother and more muscular, although there's very little in the way of vibration in either car. Engine noise is marginally more noticeable in the Sorento under acceleration, but once cruising, refinement levels in both cars are superb; engine, wind and road noise are all minimal.

We didn't do any serious off roading, but with differential locks and permanent four-wheel drive, both cars would be capable of tackling some fairly challenging ground successfully, though the lack of ground clearance will likely be the limiting factor. We also didn't get the chance to do any towing; this is where the four-cylinder engines are most likely to be shown up, and the same goes for the six-speed torque converter automatic gearbox, which works fine in everyday driving. But drive with a bit more verve and it doesn't have the precision of a decent dual-clutch system.

Hyundai Santa Fe Premium SE 2.2 CRDi 7 seat AWD Auto

Price	£37,110
Made in	Asan, South Korea
Configuration	5–door SUV, 7–seats, four–wheel–drive
Drivetrain	2199cc, 4–cylinder, 16–valve, turbocharged diesel
Transmission	6–speed automatic
Power output	194bhp @ 3,800rpm
Maximum torque	322lb ft @ 1,800–2,500rpm
Top speed/0–62mph	118mph/10.1 secs
CO_2 emissions (tax band)	178g/km (I) Euro 5
Economy (urban/extra urban/combined)	31.7/51.4/41.5mpg
Fuel tank size/range	64 litres/584 miles
Insurance group/BIK rate	20/33%
Size (length/width without mirrors)	4,690/1,880mm
Boot space (7/5/2–seats)	tba/516/1,615 litres
Kerb/max towing weight	2,001/2,000kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★½

Kia Sorento KX-4 2.2 CRDi Auto

Price	£41,000
Made in	Asan, South Korea
Configuration	5–door SUV, 7–seats, four–wheel–drive
Drivetrain	2199cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed automatic
Power output	197bhp @ 3,800rpm
Maximum torque	325lb ft @ 1,750–2,750rpm
Top speed/0–62mph	124mph/9.6 secs
CO_2 emissions (tax band)	177g/km (I) Euro 6
Economy (urban/extra urban/combined)	36.7/46.3/42.2mpg
Fuel tank size/range	71 litres/659 miles
Insurance group/BIK rate	28/33%
Size (length/width with mirrors)	4,780/1,890mm
Boot space (7/5/2–seats)	142/605/1,662 litres
Kerb/max towing weight	1,953/2,000kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★

INTERIOR AND COMFORT

Hyundai Santa Fe ★★★½★

Kia Sorento ★★★★★

Proving that the Kia and Hyundai are separated by far more than merely their badges, they're very different in terms of their interior and exterior design. On the outside, the Hyundai's oriental roots are more obvious, while the Kia has overtones of American machinery, and it's clear that the car has been designed more for the lucrative US market. As a result the Sorento looks more understated both inside and out, and to our eyes it's better for it. The Hyundai is less bland though and it's far from ugly, ostentatious or kitsch, but the understated lines of the Sorento give it an air of quality on the quiet.

It's a similar story inside each car, with the interior of the Hyundai also being much more creatively designed. Once again though, we prefer the sober aesthetics of the Kia, which generally has a higher-quality look and feel throughout the cabin, especially with the piano black inserts that proliferate around the interior. The Kia's switchgear looks and feels more robust, while the materials used are excellent, and a significant step forward from those used in its predecessor. However, while the dash top and door trims are swathed in soft-touch plastics, they appear cheap. Loads of adjustment for the steering wheel and front seats means it's easy to get comfortable; it helps that the front seats especially provide excellent support during cornering. As you'd expect, the middle row doesn't offer quite as much support, but it's pretty good and the same goes for the third row. To aid comfort levels, both cars pack as standard a heated steering wheel and heated middle-row outer seats. The front seats are heated and cooled, electrically adjustable with memory, and leather-trimmed too.

SPACE, PRACTICALITY AND VERSATILITY

Hyundai Santa Fe ★★★★★

Kia Sorento ★★★★★

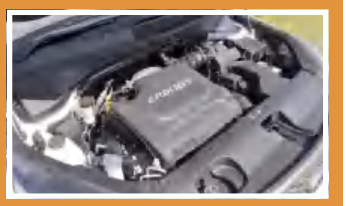
As you'd expect for such massive cars, interior space isn't really at a premium, even if you need to carry seven people. The third row of seats is fixed; you can either have them up or down, so as a result the middle row has to be slid backwards or forwards to find the optimum levels of leg room for each row. It's hard to separate this pair when it comes to interior space and usability, as the seating appears to be interchangeable, apart from a few details such as the odd flap here or lever there. With the middle row slid forward a couple of inches, there's enough leg room in the back seats for adults, but it feels claustrophobic in there because of the thick pillars; the Santa Fe is even worse than the Sorento in this respect.

Getting in and out of the third row is awkward too, because of the folding mechanism for the middle row, but raising and stowing the third row couldn't be easier; just pull a strap in the Kia, or a lever in the Hyundai, and the seats go up and down in one smooth movement. The middle row back rests drop down with the push of a lever to leave a load bay that's not quite flat (with the third row dropped into the floor). A 40/20/40 split

ensures there's a decent degree of flexibility there, and to make things even easier there's a lever on either side of the boot that allows you to drop the middle row seat backs from the rear of the car. But you still have to go round to the rear side doors to raise the back rests up again. Maybe that's an advance for the next model, in another few years.

RUNNING COSTS

Hyundai Santa Fe
★★★½★



Kia Sorento
★★★½★

The Kia costs more to buy than the Hyundai, which could push up its depreciation levels. But with the Sorento being so new, it's hard to predict residual values with complete accuracy – these things are never an exact science. Kias tend to hold their value a bit better than Hyundais, but there's not really much in it, so while you'll pay more for the Kia in the first place, when you come to sell, it should also retain a bit more of its value.

What will probably make a difference is the Sorento's much higher insurance rating; it's unusual to see such close rivals rated so differently. While the Santa Fe is pegged at group 20, the Sorento is surprisingly higher at group 28, which is likely to lead to noticeably increased insurance bills. It doesn't help that these cars aren't fitted with autonomous emergency braking, even as an option – a surprising oversight bearing in mind the massive equipment levels, including safety kit.

When it comes to fuel, road tax and company car tax bills, the two cars are much harder to separate. They're in the same tax band, and attract identical company car tax Benefit-In-Kind ratings. Servicing schedules are set at 20,000 miles or 12 months, with three-year/30,000-mile or five-year/50,000-mile all-inclusive servicing packages available. Hyundai charges £499 or £799 for these, while Kia's are even more temptingly priced at £349 and £649 respectively. The Hyundai comes with an impressive five-year warranty that's almost unmatched. But unfortunately for Hyundai, Kia doesn't just match this, it beats it with a seven-year offering that's industry-leading.

Standard Equipment

Hyundai Santa Fe

- 19–inch alloy wheels with 235/55/R19 tyres and full–size spare wheel
- 40:20:40 split/fold middle row rear seats
- 50:50 split/fold third row seats
- Adaptive steering system
- Adaptive Xenon headlights with washers
- Alarm system
- Anti–lock brakes with electronic brake force distribution and brake assist
- Auto–dimming rear view mirror
- Automated parking system
- Automatic headlights
- Bluetooth mobile phone connectivity
- Cruise control
- Radio/CD, 10–speakers, USB and auxiliary sockets and steering wheel controls
- Driver, passenger, side and head airbags with passenger side de–activation switch
- Dual–zone climate control
- Electric and heated door mirrors with power folding
- Electric front seats with memory function
- Electric park brake
- Electric windows front and rear
- Electrically operated tailgate
- Electronic stability control
- Four–wheel–drive
- Front and rear parking sensors
- Front cornering fog lights
- Heated and ventilated front seats
- Heated rear seats
- Heated steering wheel
- Hill–start assist
- Isofix child safety seat fasteners for second row outer seats
- Keyless entry and start
- Lane departure warning system
- Leather steering wheel and gear knob
- Leather upholstery
- LED daytime running lights
- Panoramic sunroof
- Rain sensor
- Rear privacy glass
- Remote central locking
- Reversing camera
- Roof rails
- Satellite navigation
- Self–levelling rear suspension
- Speed limiter
- Traction control
- Trailer stability control
- Tyre pressure monitors

What's Hot It's got virtually all the kit you could ever need, and is cheaper to buy than the Kia. It has very good body control and a comfortable ride. It looks smart. There's room for seven. It comes with a good five–year unlimited mileage warranty.

What's Not The cruise control isn't adaptive. The dashboard design is fussy. Some of the switchgear doesn't look very high–quality. The warranty misses out on two years' worth of cover compared to the Kia. Engine doesn't meet the Euro–6 emissions regulations, yet.

> **As you'd expect for such massive cars, interior space isn't really at a premium, even if you need to carry seven people.**

EQUIPMENT AND PRICE

Hyundai Santa Fe
★★★★★

Kia Sorento
★★★★★

Both of these cars feature massive amounts of standard equipment, with the Sorento packing even more kit than its rival. The Sante Fe features cruise control, but it's not adaptive – unlike the Kia's. The Sorento also has a DAB digital radio, blind spot warning and rear cross traffic alert (for when reversing out from a space). Standard kit on both cars includes automatic lights and wipers, a powered tailgate, panoramic roof (incorporating opening sunroof), parking sensors all round with camera, plus a self-parking system. In the case of the Kia there's a 360 degree surround-view that makes parking even easier. There are also 19-inch alloy wheels, xenon lights and a touchscreen multi-media system. The Hyundai's screen is smaller and not quite as intuitive as the Kia's, but neither is lacking in sound quality. Packing 10 speakers and ample power, each car is immersed in high-quality sound when you crank things up – even those in the third row get a great audio experience.

On paper the Kia carries a near-£4,000 premium over the Hyundai, but the best price we could find was from www.broadspeed.com. The company could supply a Sorento KX-4 for £34,849 (saving £6,151), while the best price on the Hyundai came from a different broker which could source the Santa Fe for £32,669 (saving £4,441). While the Kia could be viewed as expensive compared with the Hyundai when it carries a near-£4,000 premium, when the difference is shrunk thanks to the generous discounts, it becomes a little easier to justify.

Standard Equipment

Kia Sorento

- 19–inch alloy wheels with 235/55/R19 tyres and full–size spare wheel
- 40:20:40 split/fold middle row rear seats
- 50:50 split/fold third row seats
- 360 degree around view camera system
- Adaptive cruise control
- Adaptive steering system
- Adaptive Xenon headlights with washers
- Alarm system
- Anti–lock brakes with electronic brake force distribution and brake assist
- Auto–dimming rear view mirror
- Automated parking system
- Automatic headlights
- Blind spot detection
- Bluetooth mobile phone connectivity
- DAB digital radio/CD, 10–speakers, external amplifier and subwoofer, USB and auxiliary sockets and steering wheel controls
- Driver, passenger, side and head airbags with passenger side de–activation switch
- Dual–zone climate control
- Electric and heated door mirrors with power folding
- Electric front seats with memory function
- Electric park brake
- Electric windows front and rear
- Electrically operated tailgate
- Electronic stability control
- Four–wheel–drive
- Front and rear parking sensors
- Front cornering fog lights
- Heated and ventilated front seats
- Heated rear seats
- Heated steering wheel
- Hill–start assist
- Isofix child safety seat fasteners for second row outer seats
- Keyless entry and start
- Lane departure warning system
- Leather steering wheel and gear knob
- Leather upholstery
- LED daytime running lights
- Metal pedals
- Panoramic sunroof
- Rain sensor
- Rear cross traffic alert
- Rear privacy glass
- Remote central locking
- Reversing camera
- Roof rails
- Satellite navigation
- Self–levelling rear suspension
- Speed limiter
- Traction control
- Trailer stability control
- Tyre pressure monitors

What's Hot Ludicrously well equipped. Class–leading seven–year warranty. Good value, despite the high price. Very good body control, comfortable ride. Looks suitably upmarket, with an imposing front end. Roomy for all seven people. The Sorento is a superb package. Engine meets the latest Euro–6 emissions regulations.

What's Not Some cabin materials look below–par. The engine noise is sometimes instrusive when the car is accelerating. That purchase price is pretty steep.

VERDICT

Hyundai Santa Fe
★★★★★

Kia Sorento
★★★½★

The Kia costs quite a lot more than the Hyundai, and in return you get some extra equipment which we don't necessarily think is worth the premium. However, the Sorento's higher-quality cabin along with its less fussy design inside and out make it more appealing, while the longer warranty is a big draw too. That's why on balance we'd go for the Sorento, but if the Santa Fe's design holds more appeal and you're unconvinced by the premium demanded by Kia, choosing the Hyundai makes perfect sense. That may sound like a cop-out, but it proves that little has changed in five years, since we last pitted this pair against each other.

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Peugeot 208 Allure 1.6 BlueHDi 100

Price	£17,045
Made in	Poissy, France
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1560cc, 4–cylinder, 8–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	5–speed manual
Power output	98bhp @ 3,750rpm
Maximum torque	187lb ft @ 1,750rpm
Top speed/0–62mph	116mph/10.7 secs
CO_2 emissions (tax band)	87g/km (A) Euro 6

Economy (urban/extra urban/combined)	74.3/88.3/83.1mpg
Fuel tank size/range	50 litres/914 miles
Insurance group/BIK rate	20/16%
Size (length/width without mirrors)	3,973/2,004mm
Boot space	311/1,152 litres
Kerb/max towing weight	1,090/1,150kg
Euro NCAP safety rating	★★★★☆ (pre–facelift tested)
DieselCar rating	★★★★☆

With the small car market more hotly contested than ever, Peugeot has unveiled a raft of changes to its 208 supermini, including the textured matt grey paintwork featured on our test car that is unique to the sector. It costs just £645, the same as the pearlescent paint option, and joins a number of other enhancements for this mid-life update. These includes the introduction of Euro-6 BlueHDi engines in 74, 98 and 118bhp power outputs, revisions to the front bumper with a wider front grille, fresh two-tone headlights, and revised tail lights. Added to this, there's a new range of personalisation options, including this lime green appearance pack, all designed to make the latest 208 more competitive against newcomers to the segment. The range has been slimmed down, too, with diesel versions offered in Access, Active, Allure and new GT-Line specifications.

It's the brand new 98bhp 1.6-litre BlueHDi engine under the bonnet of our test 208, and it's a delightful unit. Hugely flexible and delivering eager performance away from the line, it's refined and relatively quiet. Of course there's a little clatter when starting from cold, but settles down nicely once warmed through. It's a shame that Peugeot doesn't fit its six-speed manual gearbox to this engine, as this five-speed unit has a long gait that feels imprecise, and while it's perfectly acceptable, an extra gear could further aid refinement and frugality. The small go-kart-like steering wheel helps to give a precise, agile feel to the steering, with good turn-in, while also lightening up nicely around town for parking manoeuvres. On fast back roads, there's a modicum of lean when cornering, but remains drama free thanks to decent grip. Ride comfort has been improved enormously compared to before, with a well-judged set-up that only protests when dealing with deeper ruts and potholes. Enhancements have also been made to make the suspension quieter on rutted roads, while road noise is nicely contained. But both of these conspire to make the sounds from the wind all the more apparent, though.

What's Hot	Pacey, effortless performance. Superbly flexible engine. Agile steering. Stylish cabin with clear instruments. Lovely switchgear. Well positioned infotainment screen. Lots of oddment space. Unique textured paint.
What's Not	The driving position won't suit everyone. Wind noise is intrusive. A six–speed gearbox would be desirable. High insurance grouping compared to the competition.
Also consider	Ford Fiesta Titanium 1.5 TDCi ECOnetic, Mazda2 Sport 1.5 Diesel

Little has been changed in the cabin of the 208, and that's just fine with us, as it is one of the classiest interiors in the supermini sector. The soft-touch band around the dashboard has been enhanced with some funky carbon-fibre effect graphics, and our test car came with some lime green touches to match the exterior. While this combination won't suit all tastes, it's refreshingly different from the sea of grey trim that appears on some rival's motors. Piano black and metal appliqués give an upmarket feel, and the white on black dials and instruments are a model of clarity. The touchscreen isn't the easiest to use on the move, but it's positioned perfectly high up and just within your eye-line. There's plenty of space up front for both heads and legs, and rear seat passengers shouldn't complain either, as long as you don't opt for the panoramic roof which reduces the amount of headroom in the back. Oddment space around the cabin is good, with a large storage area ahead of the gear lever, good sized door pockets and extra space in the armrest, though in common with most of the brand's cars, the fuse-box takes up half of the space in the glovebox. Boot room is generous, exceeding most of the car's main rivals, with 311 litres with the seats up, and 1,152 litres when folded down.

Ford S-MAX Zetec 2.0 TDCi

Price	£25,995
Made in	Valencia, Spain
Configuration	5–door MPV, 7–seats, front–wheel–drive
Drivetrain	1997cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	148bhp @ 3,500rpm
Maximum torque	258lb ft @ 2,000–2,500rpm
Top speed/0–62mph	123mph/10.8 secs
CO_2 emissions (tax band)	129g/km (D) Euro 6
Economy (urban/extra urban/combined)	50.4/61.4/56.5mpg
Fuel tank size/range	70 litres/870 miles
Insurance group/BIK rate	20/23%
Size (length/width without mirrors)	4,796/2,137mm
Boot space	285/965/2,020 litres
Kerb/max towing weight	1,725/2,000kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★½

Ford taught us that a seven-seat MPV need not be boring when it launched the first generation S-MAX way back in 2006, offering the kind of seven-seater that an owner of a hot hatch or sports car wouldn't be ashamed to drive. Now with the second generation car, its looks have been shifted upmarket with a prominent front grille, so has the fun factor been watered down in favour of greater maturity? We try out the entry-level Zetec model paired to what is expected to be the most popular engine choice, the 148bhp 2.0-litre TDCi edition.

The cabin has undergone something of a transformation, with good quality soft-touch tactile plastics wherever you touch. Thanks to a smattering of chrome trim, perceived quality has been lifted enormously, with all of the fixtures feeling solid and well screwed together. Our one small criticism is that the centre console is a touch bland, ensconced in a sea of grey plastics. The touchscreen for the optional satellite navigation is neatly positioned high up, right where you want it, and it's easy to fathom out thanks to a four-zone arrangement controlling your phone, navigation, audio and ventilation controls. It's easy to get comfortable in the nicely bolstered seats, thanks to generous amounts of adjustment to the steering wheel and chairs. Visibility all around the car is pretty good, too, thanks to deep windows and relatively shallow pillars. You would expect a seven-seat MPV to be spacious, and the S-MAX is, but the rearmost seats are only really suitable for children due to the limited legroom. It works best as a generously proportioned five-seater with a huge boot and low loading sill, and as much head and legroom as you could ever desire for front and middle seat occupants. The rear chairs are easily folded down with the pull of a cord, leaving a totally flat space. Storage space around the cabin is incredibly generous, too, with a large lidded storage area on top of the dashboard, a deep bin in the centre console, and a huge area underneath the central armrest, and that's before you explore the generously sized glovebox and large door pockets.

What's Hot	Superb refinement. Great to drive. Quiet engine. Comfortable ride. Lots of storage. Stylish cabin. Clear instruments. Good all–round visibility. Fantastic at long journeys.
What's Not	Rearmost seats only really suitable for children. Electric park brake button feels plasticky. Centre console is a mass of grey plastic. There are too many buttons on the steering wheel.
Also consider	BMW 218d Sport Gran Tourer, Vauxhall Zafira Tourer SRi 2.0CDTi

There's a large blue oval badge on the grille of this car, so you can be assured that the driving experience is going to be top-notch, like most cars in the Ford range. Turn the key for the first time and the 2.0-litre engine bursts into life, settling quickly to just a backing track. Refinement is truly special, all aided by the super smooth six-speed transmission and light clutch. Performance feels quite leisurely away from rest, but once on the move, decent mid-range urge means that the S-MAX feels more than up to the job of keeping up with fast pacing traffic. Show this big Ford a series of bends and it rewards with agile, responsive steering, impeccable body control and very little lean when cornering, while lots of grip inspires confidence. But best of all is the sumptuous suspension settings that soak up every kind of surface you'll throw at it with ease. Even the most heavily rutted of surfaces are shrugged off, and a particularly bumpy section of our usual test route was smoothed out like no other car we've experienced. It really is that good and catapults the S-MAX right to the top of the seven-seat MPV class. Or it would do, if Ford hadn't already claimed that spot with the fantastic new Galaxy.

Mercedes-Benz CLA 220 CDI Sport Shooting Brake Auto

Price	£29,225
Made in	Kecskemét, Hungary
Configuration	5–door estate, 5–seats, front–wheel–drive
Drivetrain	2143cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	7–speed twin–clutch automatic
Power output	134bhp @ 3,200–4,000rpm
Maximum torque	221lb ft @ 1,400–3,000rpm
Top speed/0–62mph	134mph/9.9 secs
CO_2 emissions (tax band)	106g/km (B) Euro 6
Economy (urban/extra urban/combined)	58.9/78.5/68.9mpg
Fuel tank size/range	50 litres/758 miles
Insurance group/BIK rate	24/19%
Size (length/width without mirrors)	4,630/2,032mm
Boot space	495/1,354 litres
Kerb/max towing weight	1,555/1,500kg
Euro NCAP safety rating	★★★★★ (4–door tested)
DieselCar rating	★★★½

When Mercedes-Benz re-imagined the new A-Class three years ago, the mini-MPV styling was ditched in favour of an altogether more conventional hatchback shape. And it has taken the market by storm, selling more than 26,000 examples last year, almost 22,000 of them diesel powered. So naturally the German firm wanted to cash in on its new baby's popularity and came up with the idea of a pint-sized CLS – a four-door coupé that shares its underpinnings with the A-Class. In 2014, more than 5,000 found buyers and now we are testing a further extension of the range, the CLA Shooting Brake – a kind of four-door coupé and estate car all rolled into one.

And from the outside, it's a great looking machine, but the cabin is even better. Despite being at the lower end of the Mercedes-Benz line-up, you would never know it sat in the driver's seat. The one-piece seats, that have the headrest neatly integrated, hug your frame nicely, offering excellent lateral support when cornering. And the lovely turbine-like air vents are crafted out of metal, delivering a solid and substantial feel. Everywhere you touch has a bespoke appearance, one that you would expect to pay tens of thousands of pounds more for. And while we love the prominence of the tablet-like infotainment screen, passengers commented that it looks downmarket and an afterthought, even if it is perfectly positioned with a clear display. It would be better if it had touch functionality, but as it is, it is all controlled by a rotary dial located between the front seats. And that's fine, as it takes only a few moments to become familiar with the software. Headroom up front is excellent, but passengers in the back aren't so well taken care of. Knee and foot space isn't fantastic, though height in the back is alright unless you're excessively tall. In the boot, there's a wide, nicely proportioned expanse, with 495 litres of space on offer, and that can be extended further by folding the rear seats down and opening it up to 1,354 litres. By contrast, that's more generous than you'll find in a similarly sized Volvo V60.

There's no getting away from the fact that the engine in the CLA 200 CDI is the weak link here, as from cold, the engine is far too clattery and intrusive. Alright it settles down a little once warmed though, but you're always aware of it in the background. And the fact that sounds from both the wind and road are well contained serve to amplify the engine even more. Away from rest, performance is pretty good, delivering a broad range of power across the rev range. The seven-speed twin-clutch automatic transmission serves up smooth shifts, and there's the option of dipping in and out by using the steering wheel mounted paddleshifts to take control yourself. The steering has a pleasingly meaty weight to it, and yet remains totally manageable at parking speeds, too. Handling through the bends is neat and tidy, even if there is a modicum of body lean when cornering, though high levels of grip provides a planted, reassuring feel to the way that the CLA drives. Ride comfort is nicely judged, albeit firmly, particularly at motorway speeds, where undulations and imperfections are soaked up nicely, and the Shooting Brake serves as a comfortable, well-appointed long distance cruising machine.

What's Hot	Sexy styling with pillarless doors. Lovely bespoke feel to the cabin, using quality materials. One–piece seats are beautifully supportive. Columnshift frees up space.
What's Not	Noisy engine. Limited rear legroom. DAB digital radio costs £420 extra. Dials difficult to read in poor light. Tablet–like screen won't suit all tastes. Single instrument stalk takes some getting used to.
Also consider	BMW 318d Sport Touring, Volvo V60 D3 R–Design

Subaru Forester 2.0D XC Lineartronic

Price	£28,495
Made in	Ota, Gunma, Japan
Configuration	5–door SUV, 5–seats, four–wheel–drive
Drivetrain	1998cc, 4–cylinder, 16–valve, turbocharged diesel
Transmission	Continuously variable transmission
Power output	145bhp @ 3,600rpm
Maximum torque	258lb ft @ 1,600–2,400rpm
Top speed/0–62mph	117mph/9.9 secs
CO_2 emissions (tax band)	158g/km (G) Euro 5

Economy (urban/extra urban/combined)	38.7/52.3/46.3mpg
Fuel tank size/range	60 litres/611 miles
Insurance group/BIK rate	25/29%
Size (length/width without mirrors)	4,595/1,795mm
Boot space	505/1,573 litres
Kerb/max towing weight	1,615/2,000kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★☆☆

Judging by the e-mails received from readers, this Subaru Forester equipped with the Lineartronic transmission is one of the eagerly awaited cars of 2015. And while the larger Outback has had a continuously variable transmission for some time, the option has only become available on the Forester earlier this year. And this new gearbox should allow the four-wheel-drive crossover vehicle to continue to carve out an important niche as a farmer's friend. Often bought for its dependability in tough weather conditions, it's become a familiar face in leafier postcodes, but lacked the vital option of a two-pedal transmission. Now that shortcoming has been eradicated, we predict a strong following for this latest Forester.

Traditionally we're not fans of CVT gearboxes, mainly because of the fact that they traditionally rev away noisily when extra power is demanded. Subaru engineers have largely avoided this by imposing seven pre-stepped ratios, so that it acts a lot more like a conventional automatic transmission. And it has worked, as the Forester gearbox is a delight to use, never feeling out of its depth, and there's the ability of using the paddleshifts if you feel like you want to get more involved. Power away from the lights is a little more pedestrian than we would expect from a 145bhp 2.0-litre drivetrain, but there's a decent mid-range punch and a maximum 258lb ft of torque, should you need it. Enthusiastic drivers will need to look elsewhere for thrills and spills, as the steering is vague with little feedback, though thanks to high levels of grip, the Forester handling is safe and predictable. Body lean through the bends is modest, and though the suspension is set up quite firmly, the majority of surfaces are soaked up without any of the vibrations being transmitted into the cabin. Engine noise is well suppressed both at cold start-up and when warmed through, and is neatly coupled with road and tyre noise that is appreciably low, though there is some evidence of wind noise at motorway speeds.

What's Hot	Touchscreen looks stunning. Lots of storage space for oddments. Spacious cabin. Good all–round visibility. Reassurance of four–wheel–drive.
What's Not	Vague steering. Some rivals are more frugal. Rear middle seatbelt hangs down from the roof. Touchscreen gets afflicted by reflections. Seats lack lateral support. Electric tailgate is incredibly slow to operate.
Also consider	Skoda Octavia Scout 2.0 TDI 4x4, Volvo V60 Cross Country D4 AWD SE Nav

There's little to offend when it comes to the cabin design, with neatly laid out controls that are a piece of cake to operate. The essential instruments are crystal clear, and the newly introduced touchscreen satellite navigation unit is ideally placed, although does suffer from reflections on bright sunny days. All of the buttons and switchgear have a reassuringly rugged and solid feel to them, but while the dashboard top is crafted from soft-touch materials, the door tops remain unremittingly hard. The seats are soft, but offer little lateral support, which can make long distance travelling tiring. Extra bolstering and more shape could work wonders in this department. Space within the cabin is a particular strong point, with generous legroom both front and rear. And headroom is neatly proportioned too, especially in the front, though particularly lanky passengers in the back may find their head brushing the headlining. Boot space is well sized, with a useful underfloor compartment and an easy to fold arrangement that results in the rear seats folding down almost flat. Space for oddments is a strength of the Forester, with a large storage area ahead of the gear lever, a decently sized glovebox, deep armrest and space for water bottles in the door pockets. DC

Volkswagen Touareg SE 3.0 V6 TDI

Price	£43,605
Made in	Bratislava, Slovakia
Configuration	5–door SUV, 5–seats, four–wheel–drive
Drivetrain	2967cc, V6, 24–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	8–speed automatic
Power output	201bhp @ 3,200–4,400rpm
Maximum torque	332lb ft @ 1,250–3,200rpm
Top speed/0–62mph	128mph/8.7 secs
CO_2 emissions (tax band)	173g/km (H) Euro 6
Economy (urban/extra urban/combined)	37.2/47.1/42.8mpg
Fuel tank size/range	85 litres/800 miles
Insurance group/BIK rate	40/32%
Size (length/width without mirrors)	4,801/2,208mm
Boot space (minimum/maximum)	580/1,642 litres
Kerb/max towing weight	2,185/3,500kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★☆

It's telling that Volkswagen chose a Chinese motor show for the updated Touareg to make its debut. SUVs and off-roaders are big business in what is emerging to be one of the biggest markets in the world. Changes to the Touareg include revised bumpers, a re-profiled grille and bi-xenon headlights as standard, as well as a range of new colours and alloy wheel designs. An automated post-collision braking system now comes included within the price, and there's further choices of wood trim for the cabin. Here we test the cheapest model in the line-up, the SE specification paired to the entry-level 201bhp 3.0-litre V6 TDI engine, which has been uprated to meet the latest Euro-6 emissions regulations thanks to the inclusion of selective catalyst reduction. Standard equipment on all Touaregs now include satellite navigation, DAB digital radio, leather upholstery and Bluetooth mobile phone connectivity.

Despite being the least powerful engine in the range, there's plenty of punch away from the line. The V6 unit is beautifully smooth no matter whether you are pootling around town, cruising on the motorway, or have your foot to the floor. There's a tendency for the hill hold assist to engage all too readily, but you soon get used to its eagerness to stop the car from rolling backwards. The eight-speed automatic transmission is a nice match to the engine, offering both smooth changes and good levels of response. Make no mistake, this is a big hulk of a car, and so it never feels particularly nimble when cornering, but thanks to precise, communicative steering, and excellent grip, it handles neatly. Sure there's a fair amount of body sway and lean in tight corners, but it never feels like it's getting too much out of shape. Ride comfort is one of the best attributes of this latest Touareg, smoothing out potholes and imperfections nicely, and delivering a cossetting ride.

Even at entry-level specification, the cabin of the Touareg feels plush and luxurious, utilising top quality materials throughout. All of the mouldings are of the latest soft-touch variety and feel nicely tactile. The wood trim in our test car conspired to give a slightly dated feel, however, a more modern piano black surface, for instance, may give an altogether different ambience. The prominently placed touchscreen for the satellite navigation and audio system is a model of clarity and incredibly easy to use. The white on black instruments are similarly well designed and clear, especially at night. The driving position is command-like and thanks to multi-adjustment to both the steering wheel and the chairs, it's quite easy to find a comfortable driving position, no matter the size of the occupant. There's acres of space inside, with head, leg and knee room well catered for both front and back, and lots of space for oddments, including a large armrest, big door bins, a decent sized glovebox and a lidded cubby hole on top of the dashboard. It's a shame that there isn't the option for an extra pair of seats in the back, like there is on some other similarly sized rivals. Deep windows mean that all-round vision is pretty good, aided by the standard fit parking sensors front and rear. Boot space is plentiful, with a large, deep area of 580 litres, and this can be opened up further to an expansive 1,642 litres, all at the touch of a button. DC

What's Hot	Quiet engine. Large navigation screen is perfectly positioned. Comfortable ride. 3.5–tonne towing capacity. Generous boot.
What's Not	Lacks a seven–seat option. Some rivals are more efficient. Slightly dated look and feel to the interior, maybe due to the wood trim.
Also consider	BMW X5 xDrive25d SE, Jeep Grand Cherokee 3.0 CRD V6 Laredo

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• 3 x Brass coated Steel wire brushes 18mm / 22mm 25mm, 1 x Steel wire injector nozzle port cleaner.
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• Includes the injector ball valve lapping tools and guide.
• 3 x Injector ball valve lapping tools, 10mm Hex x 7.6mm, Denso CR Injector valve seat removal tool, 8 sided socket for Bosch CR Injectors, Internal fixing removal tool for Siemens CR injector.
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• Plus Valve Seat removal tool for Denso and off-line injector adaptor for access and a Bosch injector dismantling tool.

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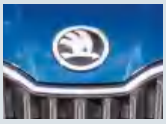
MEET THE FLEET

It's all well and good testing cars on new car launches or for a week at a time, but what are the latest models really like to live with on a day-to-day basis? A car can perform very differently on familiar roads, and when the family are subjecting it to more mundane, everyday tasks. It's the time when annoying niggles are discovered or reasons why a particular car is better than the opposition. Our test team scrutinise every aspect of our fleet of long-term test cars, delivering our verdict over a six to twelve month test period. If there's a car that you would like to see on test, drop the editor a line at any of the usual addresses. We would also love to hear from you if you're running a similar model – it's always great to compare notes and get reader feedback.

OUR CARS



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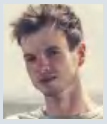
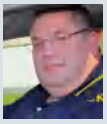
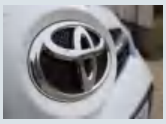


PEUGEOT 308
GT BlueHDi 180 Automatic
Mathew Wright

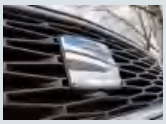
CITROËN C4 CACTUS
Feel BlueHDi 100
Gavin Braithwaite-Smith

FORD MONDEO ESTATE
Titanium 2.0 TDCi Automatic
Ian Robertson





TOYOTA VERSO
Excel 1.6 D-4D
Simon Hacker



SEAT LEON X-PERIENCE
2.0 TDI DSG Automatic
Sue Baker

AUDI A4 AVANT
SE Technik 2.0 TDI ultra
Richard Dredge

KIA SOUL
Maxx 1.6 CRDi
Peter Cracknell

SKODA FABIA
SE L 1.4 TDI DSG Auto

So, I quite like this new Fabia, or do I? They are two opinions that I've been switching back and forth to whilst charging up and down the M40 this month in the Skoda. The motorway cruising I mentioned in last month's first report is still very much a novelty rather than normality, with the Fabia genuinely behaving like a big car on such roads. Opinions for and against the Fabia seem to depend on my frame of mind and what I want from a car at that point, as the Skoda frustrates when some involving driving is in order, yet after a long day with a four hour drive to contend with, the Skoda's lack of driver involvement and 'get on with it' attitude, plus an audio system that is top-notch is just what the doctor ordered.

One other aspect of 'big car attitude' the Fabia is still adopting is fuel consumption; brim-to-brim fill ups have only come back with an average of 53.8mpg, yet the trip computer is adamant the little three-cylinder unit is spoiling me with 61mpg. Now usually gauges fib by around three or four per cent, but our baby Skoda is achieving epic Pinocchio-like standards.

This month has also seen the Skoda put through some pretty hard going photo shoots for the first time, lugging most of my equipment around and undertaking camera car duties. Such activities put some pretty tough demands on a car (suddenly I'm getting a hint of reasoning for the low mpg), although mostly small speeds, there's a lot of holding it in second gear and stopping and starting. I've also yet to find an off button for the collision avoidance radar when undertaking action photos, and the Fabia thinks it's going to rear end the car being photographed, and reacts by locking on the brakes.

In last month's report, a feature I failed to mention, and quite a cool one at that, is the Mirrorlink function that comes as standard on our SE L specification car. In brief, Mirrorlink sits in the infotainment system and allows you to connect your smartphone so that certain applications can appear on the infotainment screen of the car, such as satellite navigation, mirroring what you would normally see on your phone. Well, it doesn't work with my phone, which is a major downside of the feature. Mirrorlink is not compatible with any model of Apple iPhone, neither does it work with a friend's Samsung. Admittedly it isn't the end of the world, but with our Fabia not having satellite navigation fitted, I was hoping to use Mirrorlink and my phone to address this. Skoda will no doubt add Apple CarPlay in due course, which is a similar system that I know does work with Apple branded smartphones.

Simon Thompson

Arrived	25th June 2015
Mileage	3,550 miles
Fuel consumption	74.3mpg (official combined)
	53.8mpg (on test)
Costs	None
Faults	None

WHAT'S HOT

The optional panoramic glass roof lightens up the cabin nicely, and I couldn't imagine being without it now. It would be even better if it opened, too.

WHAT'S NOT

The rear view mirror is too small, stopping the driver from seeing the whole view out of the back window.

PEUGEOT 308
GT BlueHDi 180 Auto

Arrived	16th June 2015
Mileage	3,014 miles
Fuel Consumption	70.6mpg (official combined) 40.8mpg (on test)
Costs	None
Faults	None

While it's always great to get a different motor, some of the new car magic was lost when our long-term 308 GT arrived, because I had written it off in my mind as being broadly the same as before. Regular readers will remember that I took over stewardship of our long-term Peugeot 308 SW from Adam Sloman, running it for its final months before it departed from the fleet. And while its replacement is the hatchback edition rather than the family friendlier estate, I had underestimated the difference an extra 60bhp would make, and more importantly the additional ease of a six-speed automatic transmission.

My relative apathy soon turned to elation when the GT turned up, gleaming and resplendent in Magnetic Blue, a colour that is unique to GT and GT Line versions of the 308. From the meaty 18-inch alloy wheels that fill the arches nicely, to the sexy sequential front indicators that have a sweeping effect, it's a really pretty looking car. I've already become a headlight bore amongst friends, extoling the virtues of our car's full-LED headlights, and when comparing them to the other car in the Wright garage, a Focus ST with halogen lights, it's like the Ford is fitted with archaic candles.

The cabin of the 308 GT is largely the same as its predecessor on the fleet, however, there's a few nice extra touches. The flat-bottomed steering wheel, for example, not only looks good, but is great to hold, and combined with the red stitching to the door panels and front seats, gives a good dose of sporting flair. Pressing the 'sport' button transforms the character of the car, changing the dials to red, sharpening up the steering and throttle responses, while improving the response times from the steering wheel mounted paddleshifts. It also transforms the sound of the engine within the cabin, to something more akin to a V8 muscle car, which actually becomes tiresome very quickly. It's a shame that you can't disable this last digitally enhanced function, because the extra responsiveness provided by the Sport function is actually rather nice, and adds a whole heap of fun to the driving experience. Rival motors that have a choice of different drive modes usually offer an 'individual' setting that allows you to pick and choose elements that you like best, and it would be preferable if Peugeot offered a similar set-up, like that found on its competitors, the SEAT Leon FR, Skoda Octavia vRS and Golf GTD.

Another function that we're loving that didn't come on the Allure specification 308 SW that we ran before, is the keyless entry. Keep the keyfob in your pocket, the car senses when you tug at the door handle and it opens up automatically. Hey presto! It's a real boon when you've got a wriggly three-year old to fasten into his car seat, while taking his eight year old sister to school.

Mathew Wright

WHAT'S HOT

The six-speed automatic transmission makes the 308 effortless to pilot.

WHAT'S NOT

While we like most of the functions of the 'sport' button, the artificially enhanced engine sound is tiresome after the first few days.

CITROËN C4 CACTUS

Feel BlueHDi 100 Airdream Pack

Love is blind. Or so they say. Falling head over heels in love with someone (or in this case, something) allows you to gloss over one or two minor irritations and consider the bigger picture. The Citroën C4 Cactus is a perfect case in point because I could, if I saw fit to do so, reel off a list of small complaints that could easily fill the word count for this month's update. But I'm reluctant to do so because I've been won over by the automotive equivalent of Mr Bump. A list of complaints would also make for tiresome reading. Instead, I'll focus on the major niggles, and fill in the missing gaps in my reports over the coming months.

Take the absence of wind-down windows for the rear seats. A fine weight-saving measure in principle, but for my two children it's the worst aspect of 'Daddy's fun new car'. The central armrest is also a bit rubbish, serving no real purpose as a storage unit and getting in the way should you need to use the handbrake. Doing away with the passenger side air vent is also a weight-saving idea too far, and the enlarged central vent is no compensation for its loss. And the more I use the Cactus, the more I realise that including just one cupholder is a really bad idea in a family car. And worse still, the single cupholder you do get is barely large enough to hold a can of Coke.

Surprisingly, despite my initial reservations, I'm finding little cause to complain about the driving position. The lack of adjustment for steering reach is a pain, but I'm yet to emerge from a drive in the Cactus desperately seeking the Deep Heat. And that includes a 400-mile round trip this month. The Cactus has also come in for some criticism for the lack of a split and folding rear seat, but in a little over seven weeks, I haven't had cause to fold the seats down anyway. So it wouldn't be fair to add to the voices of discontent.

Truth is, the C4 Cactus makes you feel happy. I can't recall driving a car in this price bracket receiving so much attention from passers-by. It has been photographed on the A303, and it literally stops people in their tracks. Not once or twice, but dozens of times. Only this morning a chap walking his dog struck up a conversation about the Cactus and told me how much he admired Citroën for making such a bold statement. Sure, it won't be for everyone, and the single detractor in the village asked me when I was "going to get rid of that stupid white chocolate biscuit car", and I wasn't quite sure if a group of school girls pointing and laughing at the Cactus was a positive or a negative. But hey, this is a Citroën, and the world demands that the French firm does things a little bit differently to everyone else. I'm falling for this car, even if it does leave the cap off the toothpaste and cuts its toenails in front of the television at night.

Gavin Braithwaite-Smith

Arrived	4th June 2015
Mileage	2,045 miles
Fuel Consumption	91.1mpg (official combined) 57.1mpg (on test)
Costs	None
Faults	None

WHAT'S HOT

Airbumps! I'll say it again, because they give the C4 Cactus real presence.

WHAT'S NOT

The DAB digital radio drops its frequency more often than in the Grand C4 Picasso I ran.

FORD MONDEO ESTATE

Titanium 2.0 TDCi Automatic

In this month's twin test between the Ford Mondeo and Skoda Superb, you'll recognise a familiar face, and that's because our very own long-term Ruby Red example of the Mondeo squared up to one of its biggest rivals. The blue oval-wearing estate car has long been the darling of the private hire taxi market, but Skoda's Superb has been sneaking in to steal more than a few sales away. With the launch of the latest iterations of both cars, the competitiveness has never been stronger.

But it's the Mondeo that wins on the dynamism front, thanks to agile, alert steering and a driving experience that does more to attract more enthusiastic drivers. It's an attribute that can be traced all the way back to 1993 when Ford engineers worked their magic on the first generation Mondeo. And proving that it wasn't a fluke, the facelifted car from 1996 was just as sharp, and the 1999 Focus blew away the competition in virtually every department that it was measured upon. Hustle our Mondeo along a winding road and you'll be rewarded with pin sharp responses, and an enormous amout of feedback that tells you exactly what the front wheels are up to. Superb body control and balance means that you can travel at speeds a fair bit faster than you would attempt in many large car rivals, and all without alerting the passengers to the fact. Long distances can be dispatched with ease, meaning you will get out at the other end feeling almost as fresh as the moment that you set off. The ability to munch through miles so easily is one of its greatest attributes, especially welcome in my line of business where a lot of hours are spent behind the wheel.

And while there are some areas of the Mondeo's interior that isn't quite a match for its Superb opponent, notably in terms of plastics quality, I rather like the swept back nature of the Ford's cabin. It is less 'in-yer-face' and yet the positioning of the large touchscreen is almost perfect, with the display just within your eyeline, and within easy reach to adjust the settings. The way that the functions are divided into the four corners of the screen makes things easier, with phone controls taking up the top left portion of the home screen, navigation to the right, audio system on the bottom left hand side, and the ventilation controls on the right. Pressing any of those areas takes you to more in-depth menus to choose from, but shortcuts to the other options are retained on the top and bottom of every page, for ease of use. It's a really user-friendly system and avoids the need to keep pressing the 'home' button to choose a further option. There's a plaque just in front of the gear lever that proudly announces 'SYNC - powered by Microsoft'. Sync is the name that Ford gives to the infotainment system, and while Microsoft doesn't exactly have an illustrious reputation, in this particular case the software is designed very well and aimed at exactly the right level.

Ian Robertson

Arrived	13th May 2015
Mileage	2,318 miles
Fuel Consumption	57.7mpg (official combined) 45.3mpg (on test)
Costs	None
Faults	None

WHAT'S HOT

The instruments are a work of art. Partially analogue and combined with a digital display, there's lots of useful information that is presented neatly to the driver.

WHAT'S NOT

There's an overabundance of buttons on the steering wheel, which need a glance away from the road to fathom out.

TOYOTA VERSO
Excel 1.6 D-4D

Arrived	7th May 2015
Mileage	1,975 miles
Fuel Consumption	62.8mpg (official combined) 44.6mpg (on test)
Costs	None
Faults	None

Adventures are the only way to find the truth about a car. One school of thought insists it has to be a road movie to Scotland: just you, your motor and a cameo appearance from Tebay services in Cumbria. Nah, for my quest to get better versed with the Verso, that would be far too predictable a plot. So instead, I dreamed up the ultimate horror film: a family flit to Devon in the first few days of the school's-out summer holidays.

The weathermen and the AA seemed to agree it wouldn't be nice. As far as endurance testing goes, there could surely be no nastier way to discover the truth about your car than to rely on it as a family shelter when a) it's raining, as in a year's rain in two days and b) it's the same time of year that everyone who hasn't the stomach for Operation Stack decides to head exactly in the same direction.

Aha, I tell my wife: all is saved as I have a cunning plan. It's called the A39. On the map, it doesn't look promising, wriggling stupidly from Bridgewater to the terrifying prospect of Minehead, before spearing over the forlorn emptiness of Exmoor and, should you make it, landing feasibly close to our Ilfracombe target. But, best of all, it's not the dreaded M5. And secretly I relish another feature: Porlock Hill, the name that stirs a fever of anticipation among hill climbers, both in and out of Lycra. With a gradient of one in four, will it prove our Verso's mettle or its fatal fatigue?

We've certainly given it a task. The kids have brought scooters, bodyboards and every toy from the house; still the Verso swallows all, despite the inclusion of four king size travel bags. So far so good, but picturesque and relaxing as the A39 might be, it does harbour one small feature to ensure any potential enjoyment you might derive is drowned out by your cries of disbelief: other drivers. In our case, a perfect relay of just two were enough to ensure the route to Devon was turned into an epic session of dashboard-punching dismay. In short, why buy a caravan to wreak havoc? Simply drive as if you died shortly after Weston-super-Mare, but no one else in the car has noticed.

So I can't tell you how eager the Verso was to pummel Porlock. And I can't report on how quiet and smooth it was over Exmoor, not when a four-year old is bemoaning, with increasing urgency, about the absence of obvious toilet stops. But then the toughest test of any road trip is the getting back. And that's when the M5, in evil combination with the trickery of the parallel sections of the A38, was able to avenge my escape on the A39. After six hours of stop-start grind in which I gained first-rate knowledge of Taunton's suburbs, and how well the Verso's wipers work, we were home. And the truth dawned on us: if you have to join the exodus, the Verso, unlike me, will never so much as squeak in protest.

Simon Hacker

WHAT'S HOT

Economy scores high this month: despite stop-start, heavily laden work, the Verso is slouch-free, yet now flirts with 45mpg.

WHAT'S NOT

I'd fancy a sunroof (and sun, too, if possible) as one indulgence for this specification. It's not standard equipment though!

SEAT LEON X-PERIENCE

SE Technology 2.0 TDI DSG Automatic

The past month has been a busy one for the Leon and me, clocking the miles on a mixture of airport runs, longer work trips and family visits. There have been a couple of heavily-laden trundles to a storage facility down in West Sussex, where I have been depositing donated collections of motoring paraphernalia for the charity fund-raising stand I'm organising at the imminent big autumn Beaulieu Autojumble.

We motoring writers tend to accumulate all kinds of car-related items, from press kit documentation, brochures and books, to memory sticks of photos, little model cars and marque-specific lanyards, all in the course of our travels on car launch events. There comes a time when office space constraints mean there is a need to de-clutter, and so it makes sense to do so in a good cause. Hence the Autojumble stand, for which I – very usefully assisted by the Leon – have been the collection point throughout this summer. As trustee of a benevolent fund, I invited my motoring colleagues to empty out all their surplus items, and they have come up trumps. So it is just as well that the Leon X-PERIENCE's standard boot space is a very good size at 587 litres. It has been pretty constantly crammed full of boxes and carrier bag-loads of Autojumble 'stuff' in recent weeks. It has proved very handy that hooks are provided on the sides of the boot near the very back of the car, from which bags of lighter items can be safely hung.

Even more useful are the levers sited alongside them, which you can pull to release the rear seat-backs and flop them forward. This instantly extends the boot space with a flat floor all the way to the backs of the front seats. I have made very good use of the 1,470 litres of cargo room that results. It's very practical, too, that the Leon's tailgate opens to a wide aperture that gives you plenty of room for the job of loading. Another detail I really like is the two hand-hold points, at either end of a big groove across the inside of the tailgate, for pulling it shut. Too often in other cars there is only one pull-down point provided. The Leon much more helpfully has two, for ease of use with either hand, and it's a feature I have appreciated during recent unloading trips.

The car's interior is generally very well planned for ease and convenience. I do have one gripe though. The transmission tunnel down the centre of the cabin is very obtrusive, a big hump in the middle of the rear floor. With no more than four people in the car, it doesn't really matter much, but when there is a fifth person in the centre rear seat it is a nuisance. It means that the unlucky one in the middle has to straddle their feet either side, and into the foot space of the other passengers. I know the drive shaft has to go somewhere, but it does seem rather inconveniently large here. The cabin décor continues to collect a mixed reaction from friends and family. I won't repeat what some have said about the particular shade of mid-brown chosen by SEAT's designers for the mock suede trim. Suffice to say, they wouldn't welcome stepping on something similar. But I rather like the ruggedness of it, which is apt for a 4x4 car and is a hard-wearing shade that won't look grubby in tough use.

Sue Baker DC

Arrived	1st April 2015
Mileage	4,393 miles
Fuel Consumption	57.6mpg (official combined) 46.4mpg (on test)
Costs	Replacement tyre (£226)
Faults	None

WHAT'S HOT

The levers at the back of the boot are handy, to flop forward the rear seat backs when you need to extend the load space for carrying larger items.

WHAT'S NOT

The high central transmission tunnel that gets in the way of the middle rear seat foot space, so anyone sitting there has to straddle their legs either side of it.

AUDI A4 AVANT
SE Technik 2.0 TDI ultra

So, my Audi A4 Avant is officially an obsolete model now that Audi has revealed its successor. I'll be among the first to drive the new car when the first diesel drives take place in September, but I think I can already guess what it's going to be like. Although it'll be on an all-new platform compared with my long-term test car, the new A4 will in many ways probably drive much the same, which is no bad thing.

The thing is, after almost 27 years of driving, it's almost as though I've been learning how to drive all over again. Like most current cars, the A4 has a feature on the dashboard that tells you which gear you should be in. Many of these are hopelessly optimistic, suggesting you use a gear that's one or two above what's comfortable for the engine. At first it feels the same way with the A4 – that it's being optimistic about its own abilities. But do what the car tells you and it's actually perfectly happy. Ambling along at 40mph, I'm inclined to use fifth or maybe even fourth if I'm on an incline, but invariably the gear shift indicator is prompting me to shift up a cog or two, to sixth. Because of the Audi's high gearing, and because I like to drive with 1,500 to 2,000rpm on the dial, I tend to use lower gears than the engine can cope with – which won't do the fuel economy any favours. But the TDI engine's flexibility means it'll trickle along at just 1,000rpm, and while it won't accelerate with any gusto unless at least 1,500 revs are on the dial, it won't complain if asked to cruise just above tickover. Over the past few months I've been having to adjust my gear choice so I'm using a ratio or two below what I'd usually go for. I just hope that when my A4 goes back, whatever replaces it is similarly flexible...

Meanwhile, the A4 continues to impress with its practicality. It's not that big an estate car, yet the boot will swallow a massive amount before the back seats have to be folded down. Recently I had to undertake a two-day trip to photograph some classic Volvos, which meant loading tripods, lighting stands, reflectors, lighting kit and bags full of lenses and accessories. Folding down the back seat would have meant leaving everything on display or unloading the car every time it was left anywhere. Instead I could keep everything out of sight below the luggage cover.

Looking at the pictures of the latest A4, it doesn't look much different from the outgoing model, but you can bet that it'll be better to drive, even more highly equipped, and somehow even more usable. I suspect Audi will have another runaway hit on its hands.

Richard Dredge

Arrived	17th March 2015
Mileage	7,058 miles
Fuel Consumption	64.2mpg (official combined)
	46.3mpg (on test)
Costs	None
Faults	None

WHAT'S HOT

The engine delivers plenty of muscle and also offers excellent refinement.

WHAT'S NOT

The key fob has to be inserted into the dashboard to start the engine, which has an awkward action. A twist key, or button start would be so much better.

KIA SOUL
Maxx 1.6 CRDi

It's good to hear honest opinions, and a friend of mine who is keen on motors of all descriptions is seldom short of comment on them. From the moment I'd arrived with the Kia for instance, he'd been less than enthusiastic about the design and colour. However, until a couple of weeks ago he hadn't actually travelled in it. Having somewhat reluctantly accepted a lift last week, he performed a rapid U-turn.

Two aspects did the job. Firstly the interior design, which caused him to go into Victor Meldrew mode, peppering his comments on a regular basis with "I don't believe it". The quality and the variety of colourings are what impressed, and bearing in mind that his own transport is an Audi, that's praise indeed. In the Soul there's plenty of grey-cream soft textured finishes, coupled with blocks of piano black on the upper facia and door trims. Interesting speaker housings either side of the facia obviously took designers more than a little effort. Most unusually, above the window line the colouring is dark grey, while below are the lighter colours; usually it's the other way around.

Secondly, the engine's refinement got the thumbs up, and as it's virtually inaudible most of the time that didn't surprise me; it is an impressive unit. But I've been looking at Soul running costs lately, and here the picture isn't quite so rosy. There's plenty of choice in the small SUV and crossover sector, and examining the stats for a few of the competitors, it's evident that the Soul could be more expensive to run. In our table, I've looked at four cars of similar size to the Soul, and checked their CO_2 emissions, fuel consumption and current road tax rates. Like the Soul, the four other cars we've included are all manual versions, and where there are alternative models we've gone for the 'least green'.

Our overall fuel consumption in the Soul has been close to the 50mpg mark, which isn't at all bad, and not too far from the official figure. But using the results in the table, you can see that comparing the fuel economy of all five cars – which is what the government never tires of telling us is all the official figures are fit for – the other four are at least 25 per cent better than the Soul. Couple that to their road tax that's over £100 cheaper, plus for company car drivers, benefit-in-kind tax that's significantly lower, and it's evident that the Soul isn't going to win comparisons based on these criteria.

To be fair, three of our comparative cars are slower – in both acceleration and top speed – than the Kia, so there's payback here for Soul drivers who frequently find themselves in a hurry.

Peter Cracknell

Arrived	4th March 2015
Mileage	4,812 miles
Fuel Consumption	56.5mpg (official combined) 48.1mpg (on test)
Costs	Insurance excess for a cracked windscreen (£80)
Faults	None

WHAT'S HOT

Interior design has the stamp of quality, and it's interesting too!

WHAT'S NOT

	CO_2 Emmissions g/km	Annual Road Tax £	Combined Fuel Consumption mpg	Benefit in Kind Rate %
Citroën C4 Cactus 1.6	92	0	80.7	16
Nissan Juke 1.5	104	20	70.6	18
Peugeot 2008 1.6	96	0	76.3	17
Renault Captur 1.5	101	20	72.4	18
Kia Soul 1.6	132	130	56.5	24

Running expenses are high compared to similarly top-spec opposition.

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ii) to upgrade retail diesel to premium grade fuel

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- Reduces emissions by improving combustion efficiency

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MODS AND ROCKERS

Thinking of modifying your car? Then settle down to read Diesel Car's definitive guide to tuning, which contains all you need to know.

The modified car scene has changed. Unless you're a particularly skilled mechanic, it's unlikely you'll be able to pop the bonnet on a modern vehicle and perform the kind of DIY tune-ups that formed the culture decades ago. If tinkering is your thing, then you're likely going to need a car that's at least 15 years old.

Equally, the UK's craze for garish customisation that reached its zenith in the 1990s has nosedived since the turn of the century. The trend still exists in niche circles, but the days when you had to go out of your way to find an unmolested Citroën Saxo are long gone, but the same cannot be said of current Citroën C1s.

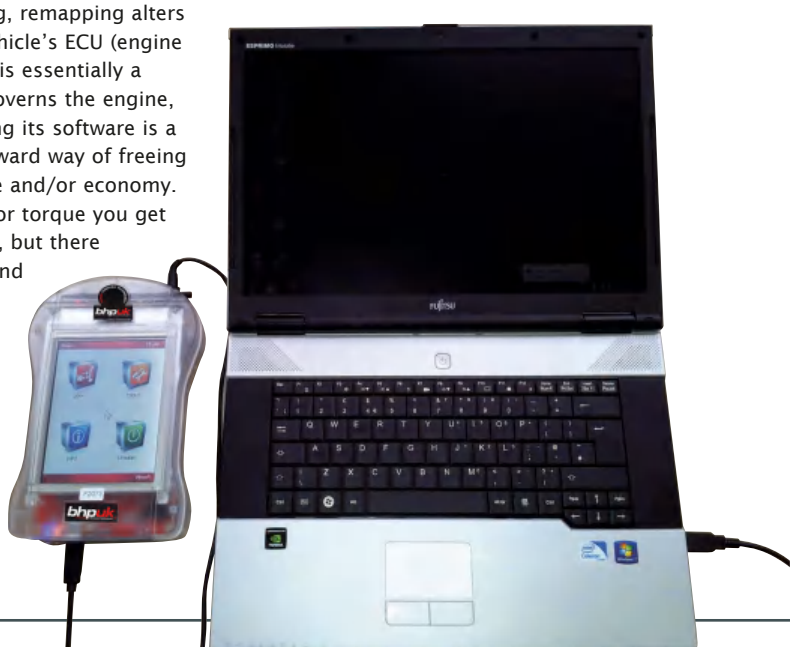
Tuning cars doesn't have to be like that, though. If anything, the scene has grown up, and the modification industry for diesel cars specifically has graduated largely to simple and subtle electronic upgrades that deliver more power, torque and even economy. It still pays to know what you're doing, as grey areas such as insurance, warranties and just working out what to do and where to get it done need investigating. Our guide covers all you need to know when it comes to tuning a modern diesel car.

REMAPPING

The easiest, most affordable and most abundant way of modifying a diesel-engined vehicle is a remap. Formerly known as chipping or chip tuning, remapping alters the software on the vehicle's ECU (engine control unit). The ECU is essentially a small computer that governs the engine, so tweaking or rewriting its software is a simple and straightforward way of freeing up more power, torque and/or economy. The amount of power or torque you get depends on the remap, but there are plenty of options and specialists available, and the beauty of them is that they can easily be reversed so the car returns to its standard settings.

The majority of remaps don't require any kind of fettling under the bonnet. They're usually done via the OBD (on-board diagnostics) port, so it's just a case of plugging in a laptop, or tablet, and allowing the update to run its course.

This process is bread and butter for the aftermarket tuning industry, but it's also used extensively by car manufacturers. The



vast majority of OEMs (Original Equipment Manufacturers) produce cars with one engine available in numerous different power outputs, such as the Volkswagen Group's commonly found 2.0-litre TDI unit, which is sold in numerous different guises, and in cars across the Volkswagen, Audi, SEAT and Skoda ranges. A 148bhp 2.0-litre TDI engine in a Volkswagen Golf is virtually identical to the 118bhp version, which is in turn like the 181bhp version – the software has simply been mapped to deliver the appropriate levels of power and torque.

TUNING BOXES

Tuning boxes work in a similar fashion to remaps, but they're physical installations rather than software upgrades. Ultimately, they perform the same function – they're plugged into the car's electrical system and sync up with the ECU to deliver more power, torque and potentially better economy and emissions. They can be installe
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the fleet arm of telecoms giant BT remapped its entire 24,000-strong fleet of Openreach utility vans for the purposes of cutting emissions and saving fuel. It claimed the move, which was completed in 2013, improved economy by 11 per cent and reduced CO_2 emissions by 20 per cent.

Economy remaps are gaining ground with fleets, as it's a practical way for a company with a number of vehicles and a big annual fuel bill to save money, but there's no reason why the same principles can't be applied to individuals. Often, a remap for torque and power comes with a slight increase in economy anyway, the gains coming from the improved engine torque that allows you to pull a higher, and more economical, gear at any given speed. Even so, it doesn't harm shopping around for the best blend or power and economy.

PROBLEM SOLVING

If your car isn't running as it should, and feels like it is down on power, then don't think that tuning it will magically resolve any issues. Most tuning firms worth their salt will refuse to touch it anyway, and any repairer will be able to diagnose the fault by plugging it into a fault finder, or coming up with a resolution after taking the car for a decent run.

But before running up any expensive garage bills, try buying a decent fuel additive, like Millers Diesel Power Ecomax, Exocet's Diesel Supreme, or Wynn's Formula Gold diesel treatment, and give the car a double dose. Take the car for a decent work out over a few days to see if there is an improvement in performance. Avoid supermarket fuel, and make sure that you only fill up with branded, higher quality fuels.

INSURANCE

The cardinal rule is that the insurance company needs to know if a vehicle has been modified in any way. And if the kind of work that deviates from the manufacturer's specification is kept under the radar, then the policy could well be void. Have an accident and chances are the insurer won't pay out – and it could get worse if another party makes a claim against you.

Scare stories aside, if you're up front you've got nothing to fear, and the price hikes might not be as awful as you think. The assumption is that insurers charge sky high premiums for any kind of modification, and in many cases they do, but the reaction depends just as much on the insurer as it does the type and level of tuning. A stripped out track car tuned to the hilt will require specialist and expensive insurance, but a mild, economy-orientated remap may not incur any premium at all from certain insurers, while others might stipulate a cap on the increase in power in

line with a set fee, or no rise at all. Plenty of insurers specialise in cover for modified cars, so they're worth a look. If you're just planning a light remap, then it may be worth arranging it around the time your insurance is due for renewal, so you can price up standard policies and choose the cheapest one that accounts for the changes you have made to the car, post tuning.

SECOND-HAND VALUES

Modifications come at a price, and it's not limited to the cost of the upgrade. They can have an impact on residual values and it's rarely positive. According to Rupert Pontin, head of valuations at used car pricing specialist Glass's, engine modifications "have a significant impact on both value and desirability. Despite the fact that there are a significant number of reputable companies that carry out this work, there is still a deep misunderstanding of the impact on both performance and longevity of an engine subjected to different untested loads. Insurance companies load the premiums and the trade as a whole will stay clear of this type of car as a direct result. Only extremely high performance models offered through the trade, with full declaration of its modifications draw higher values, and to do so full details of the changes made must be carefully detailed".

Rupert warns; "the problem is that, in many instances, it is not possible for a used car buyer, and subsequently the retailer, to tell what may or may not have been done to the car. If it is found before the car is sold, there is usually a cost to return the car to the manufacturer's specification. If it's not caught and the car is sold and subsequently involved in an accident or inspection, the presence of an upgrade that has not been declared to the insurance company may negate the validity of the owner's policy."

WHAT CAN GO WRONG?

Aside from the fears of higher insurance premiums and blunted second-hand values, the biggest modifying pitfalls are botches. There's a long tradition of enthusiasts taking the DIY approach and putting their own stamp on a car, and there's an equally established custom of getting it wrong. A quick scour online will reveal near endless amounts of cheap and cheerful modifying equipment and home remapping tools.

Cosmetic upgrades are less of an issue – a badly chosen spoiler might look awful and it won't do your resale values much good, but it isn't much of a safety issue providing it's screwed in. Playing with more critical components such as engines, suspension and brakes without specialist

knowledge is a recipe for disaster.

When basic remapping tools are advertised on eBay for less than £20, the temptation is there to save on costs and have a go yourself. That's fine if tuning is your day job and you're particularly proficient, but a new ECU is likely to cost a lot more than that if you get it wrong, so it's important that it is left to the professionals.

If you're going down the professional route for a remap, then make sure the company offers a warranty on the work. Any firm worth its salt usually will, but it's worth checking beforehand. Also of note is that aftersales cover is likely to apply only to the software, so if any other problems arise that aren't related to the remap itself, you'll have a hard time proving the two are linked. It's unlikely though, and reputable firms will no doubt do their best to help out if anything comes a cropper, but it makes it even more important to choose your tuner wisely. The companies that advertise in Diesel Car have been in business for a long time, have a great reputation, and should be your first port of call.

WARRANTIES: WHERE YOU STAND

There's a standard issue answer when it comes to modifying a car, which is that any work carried out on a vehicle that results in it deviating from the manufacturer's settings and performance will invalidate the cover. You'll get the same blanket answer from pretty much any car manufacturer or warranty provider. However, as with insurers, every company varies in terms of its policies, so there may be more leeway with certain manufacturers and warranty providers than others. A call to the car maker's warranty department is worthwhile if your car is still covered by the factory and you plan to tune it. Likewise, companies that offer aftermarket cover may still be willing to do so if they are aware of any past or impending modifications beforehand. There's no guarantee they'll agree to it, and aftermarket providers are likely to charge an extra fee if they agree to cover, but you'll never know if you don't ask.

Some tuning companies claim that remaps do not appear on manufacturers' diagnostic equipment, so it's highly unlikely they'd ever be detected. That's still breaking the rules as far as manufacturers and warranty providers are concerned though – and there's no guarantee of a remap's anonymity, so it's best to play it safe and be up front and honest.

MANUFACTURER APPROVED: MODIFICATIONS THAT DON'T VOID YOUR WARRANTY

Some car manufacturers offer their own in-house or factory approved enhancements, which are often worth a look. OEM-approved modifications are rare and they leave less scope for the kind of

personalisation a lot of enthusiasts go in for, but they're usually tasteful packages, developed by professionals, and make good cars better. The icing on the cake is that these modifications have the backing of the car maker, have been tested extensively, and so they don't void the warranty.

Essex-based performance firm Mountune specialises in tuning Fords and although it doesn't do diesels currently, the company does offer Ford-approved packages for Fiesta and Focus models with low capacity petrol engines, the likes of which you'll find in Eco Car. The upgrades improve in-gear performance and the firm has a recommended insurance partner – Greenlight – that offers cover with no extra charge for the modifications.

Thorney Motorsport in Northamptonshire offers a similar service tuning modern Vauxhalls and claims to have an "unrivalled warranty", while MINI also has a suite of accessories under its John Cooper Works performance banner that range from more aggressive body kits to what it calls a "Pro tuning kit and exhaust" to boost power. But Volvo is perhaps the most interesting, offering Polestar upgrades for its older five-cylinder D3, D4 and D5 engines, and available from Volvo main dealers.

WHAT DOES IT COST?

The cost of modifications is entirely dependent upon what you do and where you go, with companies specialising in remaps advising that the price fluctuates depending on the make and model of the vehicle. Every company is different, and again, it really does depend on your car and what you're doing, but somewhere between £250 and £500 for a straightforward remap from a specialist isn't unrealistic.

Manufacturer-approved package deals tend to be more costly, but they usually include additional components – such as upgraded intercooler and air filters – and you get to hang on to your warranty. As for other modifications, the sky really is the limit. Upgrading the likes of brakes, suspension, tyres and transmissions can easily run into four or five figures and beyond if you get serious.

SPRINGS, BUMPS AND STOPPERS

Remapping is the obvious, and the easiest, way to tune a diesel engine, but there's more to modifying than just the powerplant under the bonnet:

SUSPENSION

Lowering and stiffening springs and shock absorbers can improve road-holding, aerodynamics and reduce body roll. A well applied, dropped and firmed up suspension system can really tighten a car's handling, especially if it includes polyurethane bushes, which are more flexible and allow the suspension to move more freely. It's easy to overdo it though, which can cause uneven tyre wear, bottoming out, and a rock solid ride, so tread carefully. A full laser alignment check and adjustment can also work wonders to how the car drives and feels.

WHEELS AND TYRES

There's almost no end to the amount of aftermarket alloy wheels on offer, and although they don't exactly add much to performance (save for being lighter than steel wheels), they do look the part when chosen wisely. Manufacturers usually have a good eye for alloy wheel designs, so a look at the accessories brochure or pages of their website is a good way of giving inspiration. It's also worth checking out second-hand OEM wheels on online auction sites like eBay, if you're on a tight budget. But beware, larger wheels might look good, but they can ruin the ride quality.

"... larger wheels might look good, but they can ruin the ride quality.

A good quality set of tyres, with all four corners on the same brand and model of rubber, is arguably the best way to improve handling, not least grip. Wider tyres add more drag, but they are often stickier, so it's a fine balancing act.

BRAKES

Bigger, lighter, grooved or drilled discs – or even carbon ceramic items if money is no object – are serious ways to improve stopping power. However, you only really need to investigate these extremes if you have enormously increased what the engine is capable of, or plan on hitting the track. Uprated brake pads designed for fast road use are superb cost-effective modifications, and the same goes for braided brake hoses, which deliver more feel through the middle pedal.

INDUCTION KITS

An upgraded induction kit or air filter is a really easy, cheap and beneficial modification. The exact figure depends on the kit and the vehicle, but it's possible to pick one up for less than £100. A K&N air filter for a 2003 Vauxhall Astra, for example, will cost just £60 and is guaranteed for a million miles. They suck more cold air into the engine, which improves its breathing and you get a bit of extra power – anything from single figures and beyond. They can also improve fuel economy, and the engine should breathe more easily.

Jack Carfrae

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AMERICAN BEAUTY

We're accelerating at fully-fledged supercar pace, the speedo needle relentlessly sweeping around the dial, with an accompanying soundtrack that's hard to place. It's got that hard edge which only a V8 can produce, but with overtones of diesel too. We're in a 1955 Ford Thunderbird, so it should be a Detroit petrol-fed V8 but it isn't, because the commotion is actually being generated by a 3.6-litre diesel V8 from a 2009 Range Rover.

When it comes to unlikely cars to feature in this magazine, this T'Bird must be somewhere near the top of the pile – you'll be searching a long time for another. It's the brainchild of diesel fan Andy Young, who bought the Ford's carcass in 2010, without any running gear. Says Andy: "I wanted to fit a Ford V8 because that's what should be under the bonnet. But I fancied going for a diesel unit because let's face it, nobody else would take the same route. That was a major part of the appeal for me; to do something that nobody else would do".

Andy has form when it comes to madcap engine conversions. He started his apprenticeship in the late 1960s, with his local Ford dealer, working on BDA-engined Escorts, V6-powered Cortinas, and was involved in the construction of a Jaguar-engined Zodiac. By 1973 he was driving a Transit van with a 3.0-litre V6 unit in the nose, and by the end of the 1970s he'd started fitting turbocharged diesel engines to Fiesta vans. Then things started to get serious. When truck racing arrived in the UK, it was Andy who engineered the championship-winning rig for the opening season, with a 700bhp 10.0-litre engine. This success led to a move to Scania, where Andy created a 1,400bhp 14.0-litre V8 diesel engine, after which came a 1,200bhp 12.0-litre straight-six.

Andy settled into a vaguely normal job for a few years with MAN trucks, but by 2008 he decided it was time to break out the spanner set once more. A 1936 Chevrolet Master Class was acquired, which was turned into a hot-rod. He's still got it, but with that project complete in 2010, Andy really wanted to do something a bit bonkers – cue the Thunderbird. Spotted for sale in the classic car classifieds, the Thunderbird's bodywork had already been done, but the mechanicals were largely missing. It was the perfect opportunity; a well-restored bodyshell into which pretty much anything could be slotted. But with a Ford V8 diesel in mind, Andy's options were slim.

Then he got talking to his local Land Rover dealer, who mentioned that Jaguar Land Rover's TDV8 engine was developed by Ford. It was supposed to have gone into the F-150 truck, but back then selling diesels to Americans was pretty much a non-starter. The engineering work started, but then came the financial crash in 2008, and Ford ran out of cash to finish the job, so the F-150 never got this magnificent powerplant. By this point, the TDV8 powerplant had already found its way into the Range Rover; it was introduced into Land Rover's flagship model in 3.6-litre form in 2006. By 2009 the engine had been turned into a 4.4-litre unit; all Andy had to do was find a usable example of the engine for

So what that there's a V8 lump found under the bonnet of this 1955 Ford Thunderbird. But a 3.6-litre TDV8 unit from a Range Rover? Richard Dredge investigates.

...when the engine was put on the dyno, it was found to develop 300bhp at 4,100rpm and a frankly ludicrous 525lb ft of torque at 1,900rpm.

sale, which was easier said than done. But Andy is a tenacious and resourceful chap, so when he found a dead Range Rover TDV8 in a scrapyard, he knew he was onto a winner, even if the vendor was convinced that he'd never get the engine to run properly. Oddly enough, that's exactly what his local Land Rover dealer had told him, but that only made the project all the more enticing to Andy.

With the engine secured, the next thing was to slot it into the Thunderbird's nose. More compact than the original 4.8-litre petrol unit, housing the V8 wasn't difficult. The TDV8 unit is around 100 pounds lighter than the original engine and significantly shorter, which enabled Andy to keep the whole thing behind the axle line, noticeably improving the handling. However, the engine bay had to be cleared of ancillaries first, so modern alternatives could be plumbed in where necessary, around the V8 engine. That meant the brake servo had to be accommodated in the bowels of the engine bay, while remote master cylinders were installed, as there wasn't enough clearance to retain the position of the originals. The brakes themselves are Wilwood 13-inch ventilated discs with six-pot calipers, and they're something of an advance over the original system that consisted of nine-inch drums all round. The brakes sit behind polished 18 x 8.5 Lenso wheels, machined specially for the Thunderbird.

With the engine in, the next thing was to somehow get the power to the rear wheels. Says Andy: "I'd already decided that I wanted

a manual gearbox, although in hindsight that's perhaps the only significant thing I'd change – this engine is really well suited to an automatic transmission. I opted for the same six-speed ZF gearbox more usually found in various Jaguars, but with the diesel ratios that the TDV8 engine requires. As a result, the car is barely ticking over most of the time; at 70mph it's doing little more than 2,000 revs, while at 50mph it's doing just 1,500rpm". Accommodating the gearbox wasn't difficult as it's no bigger than the original two-speed automatic transmission, but it's much, much lighter, which helped cut the Thunderbird's kerb weight even further. But accommodating the transmission was one thing; getting the gear shift in the right place meant engineering a set of linkages to connect everything together. But such tasks are child's play to Andy, and thanks to an array of rose joints, the whole thing fits together beautifully and works a treat.

With everything installed, the next trick was to get it all running. Says Andy: "The TDV8's ECU needs a huge amount of information from a wide variety of sensors, so it was a bit of a pig to sort. Unsurprisingly Jaguar Land Rover didn't want to know – they've got enough on their hands engineering all of their new cars. But I got lucky when I was put in touch with a guy who works on some of Jaguar Land Rover's special projects. He knows how everything works, and as a freelancer he could help me with my project – he turned out to be something of a star".

As installed, the engine is run pretty much standard. The exhaust gas recirculation (EGR) valve has been blanked off

and there are no particulate filters; the exhaust consists of two pipes which are effectively a straight-through system. There's an intercooler for each bank of the V8 engine, but everything had to be made from scratch. Andy researched the capacities for the Range Rover's intercoolers and radiator, then had units made that would fit the Thunderbird's much narrower engine bay.

After much fettling and tweaking, the V8 was coaxed into life. At first it would run fine, but the turbos wouldn't behave themselves. Even now, Andy wants to make some further refinements to one of them. But when the engine was put on the dyno, it was found to develop 300bhp at 4,100rpm and a frankly ludicrous 525lb ft of torque at 1,900rpm. To put that into perspective, Andy's Thunderbird

would have put out all of 193bhp and 280lb ft when it rolled out of the factory in 1955, equipped with a 4.8-litre petrol V8 unit.

Which brings us back to where we came in, because even though the Thunderbird tips the scales at a surprisingly portly 1,619kg, when you've got 525lb ft of torque at your disposal, you get the sort of acceleration which can rearrange your facial features on a permanent basis. Despite the ridiculous amount of urge under Andy's right foot, the T'Bird is utterly tractable at all times. That diesel rattle never disappears completely, but it's never intrusive, and at A-road speeds, it's easy to have a conversation because the V8 isn't very far above its 750rpm tickover speed. What's really endearing about the car though – of course – is the design both inside and out. The view through that heavily curved windscreen is the perfect tonic to any bad day, especially as you peer down the bonnet with its generously sized hump, and those heavily sculpted front wings. The aluminium juke-box dash, wide-open cabin and the details that proliferate are from another era, so it's no wonder Andy has already had several offers to buy his creation. That's despite the car having been on the road for just a couple of months. So far he hasn't been tempted to sell, but he's already got his next project lined up and his garage can only hold two cars. So unless the Chevy goes, who knows; maybe a big enough bid might just tempt the keys from his hands...

Richard Dredge

MINI DIESEL CONVERT

Previously a fast Vauxhall fan, John Cox admits he had never looked at, or even liked MINIs at all – let alone a diesel! However, all this changed when he bought his daughter a 2002 Cooper, back in September 2011. He wasn't particularly impressed with the build quality inside – but couldn't keep away, because it was such a hoot to drive. This was the start of his MINI bug and in a matter of months, his Vauxhall Astra Turbo was sold, and John had started looking for his own MINI, in the end picking a 2006 Cooper. "I loved that car, it was fully loaded, but I needed more speed, so then I was on the lookout again for the more powerful Cooper S."

So, a 2007 British Racing Green R56 Cooper S very quickly followed, but his love for MINIs was soon tested as it gave him a lot of trouble. "I had the oil pressure, fuel pump, de-coke and other things like that done, but there was a running issue that we just couldn't get to the bottom of. Some days it would run absolutely fine, but on others it would feel like it was going to let go," he explains.

John had already made his mark on his Cooper S, having fitted a number of modifications to it. Sadly, as more things started to go wrong, he began to fall out of love with the MINI and started to put it back to standard. He even started looking at Audi and BMW replacements – but nothing was as much fun to drive as his MINI. Having found the PSA Peugeot Citroën supplied turbo petrol engine temperamental, he worked out he might be better off in a MINI powered by a BMW engine. At that time, the only BMW engines that were fitted in the second-generation R56 hatch were the Cooper D and SD diesels. "So I thought if I'm going to buy a

A love affair with his MINI has seen owner John Cox modify the looks of his Cooper SD hugely. Martyn Collins takes a look at what is now a very special looking Brit-built diesel.

"...up popped this 2011 Cooper SD hatchback in Laser Blue, in of all places, his local MINI dealer.

1 Series or 3 Series, why don't I buy a MINI with the same diesel engine instead?"

So what makes the MINI Cooper SD so special? Well, the Cooper SD range was launched back in 2011 and were dubbed the high-performance diesel MINIs, being available in hatch, Clubman, Convertible, Countryman and Paceman, and latterly, the Roadster and Coupé. Whatever version of the Cooper SD you went for, the formula was basically the same. Power came from the 141bhp, 2.0-litre turbo diesel engine that is also shared with the BMW 118d. In the hatch, this equalled 0-62mph acceleration in just 8.1 seconds and a licence-losing top speed of 134mph.

After putting in a random search for a Cooper SD on the MINI Cherished approved used car website, thinking he'd just like to test drive one initially, up popped this 2011 Cooper SD hatchback in Laser Blue, in of all places, his local MINI dealer. It had been traded in just the day before, and even just sitting in it he knew it was the car for him. "I thought I'm going to have this, I just know I am," explains John. It had the John Cooper Works (JCW)-mimicking sports pack with the body kit and wheels, plus various other features on it, but more importantly he liked the way it drove. "You just get down the road so much more effortlessly, because there's no revving to it – the acceleration is so progressive."

A deal was done and John brought this Cooper SD home, making a few small mods, as he describes them, on the same day he picked it up! These included the John Cooper Works Brembo big brake kit, plus the blackline front and rear light kit. However, the modifications didn't stop there, as just three weeks later he had a GP2 rear diffuser, John Cooper Works rear tailpipes for the exhaust, and that GP-like rear spoiler fitted at the same time.

By this point, John just couldn't stop making extra modifications to his Cooper SD, with the blackline head and taillights benefitting from a touch of colour-coding, the Cooper SD badge removed from the boot and finally, the standard wheels refurbished in an opinion-dividing gold. Those wheels might have attracted a lot of attention, but John couldn't take his eyes off the gap between the wheels and arches, so a set of coilovers to bring his MINI closer to the tarmac soon followed. Apparently, despite the lowered stance, these coilovers give a really comfortable ride, but are pretty good when pushing on, plus most importantly, they keep his wife happy when she's in the passenger seat! "When I do know I'm going to be on my own though, I wind the dampers fully hard," he smiles.

Happy with how his Cooper SD was sitting, John then started

tinkering with the interior, with a John Cooper Works gearknob and handbrake lever fitted next. Then it was new rims time, as a set of Rota Torque alloys came up really cheaply from a mate. They needed a refurb, and like his SD's standard wheels, the plan was to make a statement. No gold this time, instead it was retina-burning orange with a fleck in it. In fact this isn't as bad as it sounds, and they almost look bronze when seen in the metal.

Most recently, John has fitted a set of vented front A-panels, and replaced the standard SD seats with a lovely set of half leather, half Alcantara trimmed GP2-like Recaro seats. The only difference being the red piping and the fact they came with the matching rear chairs.

So now he's got his Cooper SD looking the way he wants, what's next? Well, despite 141bhp, John's looking into upping the performance of his Cooper SD to match its looks. Until then, he can keep on enjoying the amazing fuel economy for such a fast MINI. "No matter how hard I drive it, it always returns over 50mpg. If I drove like a nun all the time, it would no doubt be in the 60s!"

With all this work carried out relatively quickly, there can't be anything left to do visually, can there John? "I'm looking at getting 215/45 tyres for a bit more comfort, and raising the car over speed humps. The engine's good for 200,000 miles, and as long as I keep up with the bodywork and as it's only me and my wife, I think I'll keep it. I just wish they had put the new 168bhp engine from the F56 Cooper SD in mine!" Until then, John will keep on enjoying driving his fast oil-burning MINI.

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A MOST DISTURBING EXPERIENCE

Good Morning Doc
I hope that you are well. Doc, we have a problem with our Mercedes-Benz C-Class, that we bought on January 31st this year. One day in March, it slammed the brakes on at 40mph, on a wet road, for no reason. Thankfully there was no one behind us! Mercedes-Benz Assist came out, said that there was a warning (light?) and not to drive it. It was taken to Mercedes-Benz Chelsea, who telephoned the next day to say that they could not find anything wrong, and that the system was supposed to do that, as it picks up dips in the road and roundabouts! Not happy at all, I went to Mercedes-Benz Slough, where we bought the car, and they ran a test and found three faults. I contacted Mercedes-Benz UK, and after one week they gave us £250 goodwill, as the dealers had differences. Three and a half weeks ago, the (electronics) system knocked out all of the safety systems on the car. Again, Mercedes-Benz Assist came out, this time fifteen faults were found, and this time the car went into Mercedes-Benz Slough, where no problems were found. Since then, Mercedes-Benz UK have stayed silent. Kindest regards,
Sean Ali-O'Brien

Truly shocking. I'll come back at greater length, but I would think of either demanding a replacement car, or your money back! Could you give me a more detailed update on where you are at – in terms of what you may be hoping for as an end result, and whether you really are so fed up that you would like to get rid of the car? Sorry this is a short note, but I'm concerned for you, and I don't as yet have any detailed knowledge regarding these sort of faults.
Doc Diesel

Well I am totally cheesed off, Mercedes-Benz UK have sent me just one e-mail and no telephone calls since the car went into Slough four weeks ago. I have e-mailed Daimler in Germany this morning to complain. Doc, we do not want the car back, or a replacement – I just want the money that my wife has put into it. A £2,000 deposit and monthly payments of £480 since 31st January 2015. I have a report with the original three faults logged, when the first incident happened in March 2015, while the last incident had 15 faults recorded. From Mercedes-Benz UK, the silence is deafening.
Sean

If you don't hear back helpfully and quickly from Mercedes-Benz in Germany, I should prepare to see a solicitor, and you could start by stopping the monthly payments, obviously advising the finance company. But then maybe legal advice on this first (or from Citizens Advice Bureau) would be wise.

Then later to Sean: I do suggest that you might find it worth ten minutes of your time for a free legal consultation. You have to remember that you're up against professionals, and you really need professional representation. Alternatively, I suggest you make an appointment with the Citizens Advice Bureau, where again you will get free professional advice. You may as well do this while you are waiting hopefully for a response from the Mercedes-Benz headquarters in Germany.
Doc Diesel

Hi Doc
Mercedes-Benz got in contact, and they have given us our money back, as we rejected a replacement car. Thank you for your help and advice. I read your column with interest. Kindest regards,
Sean

BACK IN THE YOO ESS OF AY!

Hello Dr Diesel,
I received my August issue of Diesel Car and I read your articles first, and lo and behold, someone with my name and address was mentioned in your article – it really startled me. Thanks! The mileage on our new Golf (see Issue 339 "Chips in the USA") is an already excellent 36 to 45mpg (US gallons, so equivalent to 43 to 54mpg here). We now have about 800 miles on the clock and I have found the best way to increase the rpm, as you suggested, is to use the paddle shifters.

I also noticed an advert in the magazine for an economy tuning dongle. Do you think that this so-called dongle product is any good? Diesel fuel is $2.59/gallon over here in Indiana and sometimes as low as $2.49/gallon (Eat your heart out readers – this is equivalent to under 50p/litre – pity the diesel fuel is often very poor quality, which is why I advised James to source some good additive). Volkswagen has finally picked up our old damaged Golf from the dealer, and the last thing they told us was that VW will take the car somewhere and take it apart to find out just how it managed to survive the accident, and how they left the option packages we selected from being installed. The new car has everything on it. One question I have is: is Dr Diesel your real name? Thanks!
Jim Gullicks

Jeez, James, sounds like the mileage is pretty good James. Great. Smart work with the paddle shifters – get those rpm up to 3,000 every now and again. As I said before, I wouldn't bother with thinking about doing anything with the motor until you've a few thousand miles on the clock. But you would do best using a US based company if you do try something like this, and preferably some company close to your home. There are some dodgy companies out there, and you don't want to get stung. Regarding my name James, I used to be called Gas, but I just couldn't live with it, so way back a few years I changed my surname to Diesel... Keep taking the pills James!
Doc

P.S. Notice how easily I slip into the transatlantic drawl! I actually spent two years living "just down the road" from James when I worked in the US of A for a couple of years, back before the Civil War!

OLD RENAULTS NEVER DIE!

Hello Doc, I'm Bill (still) in Poland. I wrote to you some time ago about the experiences I'd had with winter tyres, and I still maintain that, if you're going to do bad weather road testing, then you really have to do this with winter tyres fitted – otherwise you're just comparing the different tyres, not the cars themselves, what with all the new-fangled anti-slip devices fitted.

But that's not the main reason for my e-mail. I've been looking around for a while now to find an old car that I can put some time and effort into and make it good again. Finally I've found what I wanted – a Renault Avantime (A what? Shock, horror. Did somebody actually buy a new one in Poland? Maybe it was Lech Walesa's state car? Doc). However, as a diesel car buyer for more years than I care to remember, this Avantime with the 2.2-litre dCi engine was never sold in the UK, although I guess this engine was available on other Renault models (It was available in the Vel Satis, Ed). I haven't driven the car much as yet but, on taking delivery, I had to drive it some 150 kilometres, mainly on a motorway. This has given me my first project as, while the car drives alright after doing 170,000 kilometres, it doesn't have quite the performance that I'm used to. My daily drive at present is an original Ford Kuga, with the least powerful diesel engine, and I was surprised to find that the Avantime is actually a bit heavier than the Kuga. It also has a slightly more powerful engine on paper, so you might expect a pretty similar driving experience, but it isn't even close. So my question is simply whether you can give me some advice on where to start in improving the sluggish acceleration that I'm experiencing. Being as lazy as the next person, and hunting through the adverts in your magazine, I found a couple of adverts that claim to restore the engine power and clean the turbo. But then when you start searching around on the internet, you get all sorts of conflicting advice. If you can help at all with any suggestions, I'll let you know in time if I have had any success! Thanks,
Bill Cargill

Thanks for your letter Bill. You could start nowhere better than by finding some good diesel additive, like Millers Diesel Power EcoMax, or a local equivalent if you can find something that looks fairly genuine, and do a double dosage on a full tankful of fuel. Second thoughts – how good is the diesel fuel quality out there? Poland is in the EC, so in theory it should meet EC standards, but it might be best to use a big brand name rather than some local brew made from cabbages and potatoes! Failing that, various respectable companies (although I'm obviously thinking in UK terms) that you've seen in Diesel Car do offer engine restorers of varying effect. They go from something like the Millers fuel additive for a one-shot tankful clean out, to special turbo cleaning kits that help shift all the rubbish from a gummed up turbocharger. I'm saying all of this because there's no point in thinking about tuning the engine until you know it is running alright. The Avantime was based on the Espace, and assuming a similar weight, the 2.2-litre dCi engine of 148bhp/236lb ft torque should give a 0-62mph figure of 11.5 seconds, so whilst the power isn't too bad, the torque is quite weak for the weight. After 170,000 kilometres, the engine could either be (a) knackered, if it hasn't been well maintained, or (b) in pretty good shape, if it has had regular servicing or (c) somewhere in between! It's not a great mileage at all for a robust engine that's had regular servicing, but if things like fuel injectors haven't been replaced or kept clean, the power output could be suffering. But fuel consumption could give you some clues. Driven what I call "normally", I would hope for 35 to 40mpg (official test figure was 38mpg, and they didn't lie as much with the EC figures back then), so if you're able to get that sort of figure, it isn't in bad shape.

I don't know if you speak the local lingo, but if you can find a good hands-on local garage that knows Renaults, then you might well pick up some useful information and help in finding out what shape she is in. Hope this helps a bit – but do let me know how you go on. Best regards,
Doc

A CONFLICT OF OPINIONS?

Hi Doc,
So what's all this about wider tyres? (Variable Resistance – Diesel Car 339). You claim, much to your surprise and mine, that wider tyres consume no more energy than narrower ones, due to having differently shaped road contact areas: the narrower tyre having a long and narrow one, the fatter tyre a shorter but wider one. Apparently, you say, the end result is the same, or even possibly favouring the wider tyre for lower rolling resistance. Well maybe you should read the next page where Victor Harman's "The Extra Mile" claims that BMW's i3, with its skinny 19-inch wheels, could be the "beginnings of a healthy trend away from fat alloys" and that using larger diameter, but narrow wheels and tyres reduces both rolling resistance and aerodynamic drag thus saving fuel. Hmmmmmmmm! Regards,
Malcolm Archer

Well, of course in the case of the BMW i3 we're not just looking at a normal narrow and higher profile tyre, like maybe a 195/65/15 or 205/55/16 compared with say a 225/45/17, or even a 235/40/18 which might be the sort of extremes that one might encounter, dependent on trim level or optional wheel and tyre combinations selected by a buyer. So the i3 is not just a case where it might have a lower rolling resistance compared with a smaller sized wheel/tyre combination. With the i3 and its 155/70/19 tyres, you have a wheel/tyre combination where the overall rolling circumference is significantly greater than normal. So the gains come from a much larger tyre diameter, but with a narrow section, which means that there are gains in rolling resistance from that tyre – in the same way (in the extreme) that a small wheeled bicycle has greater rolling resistance than a 26-inch wheeled cycle – there is less tyre distortion because the approach angle is smaller. Along with this, the aerodynamic resistance is significantly lower and, I imagine, the i3's wheel itself has been designed for minimum aerodynamic resistance, and maybe that's where the biggest gains are derived:

Press quote:
"BMW commissioned Bridgestone to make special tyres just for the i3. Even though they carry the (existing) "Ecopia" name, they are quite different from any other tyre that Bridgestone makes. Franco Annunziato, CEO and President of Bridgestone Europe said: "The BMW i3 is very much a car for the future. Developing a unique tyre for this unique vehicle was therefore an enormously challenging, but also rewarding experience. Energy efficiency is an important development criteria for all our tyres at Bridgestone. However, it becomes an even more critical factor in an electric car. Which is why we have put all our know how, skill and passion into developing this unique tyre. One that we are confident delivers the premium performance, safety and economy towards consumers who have come to expect it from both brands." As for performance, since BMW wanted to use a narrow tyre for efficiency, but not sacrifice on performance, they needed to use a much taller tyre than most would expect on a car of this size. By increasing the height, they were able to increase the contact patch so it is similar to that of a MINI Cooper, which is well known for its great handling. Talking about the i3's tyres and their grip on the road, Ulrich Krantz, BMW's product manager for BMW i said: "It's not rocket science. All that matters is the size of the contact patch. The 19-inch tyres may be skinny, but their tall height generates the same contact patch as a low-section 16-inch MINI tyre".

So hopefully that bridges the credibility gap between what I wrote and what Victor Harman said, and I also see it as a healthy departure from the norm, whereby those owners who want huge wheels and tyres that fill the wheel arches can now have the best of both worlds. From what I have read from road tests (I haven't had the opportunity to drive one yet), the end results in handling and steering feedback terms are quite successful. I hope that clears things up, but I must say that it's really rewarding to have readers picking us up on things like this. It shows that some Diesel Car readers (as I've always suspected) have a far deeper insight and more questioning attitude than most car owners, or for that matter most motoring magazine readers! Long may it continue that way, and I thank you again sincerely for your contribution! Best regards,
Doc Diesel

SOAPBOX

CARS AND WATCHES

I recently had an educational experience that drew some interesting parallels between car and watch ownership. Faced with the urge to treat myself to a new watch, after Editor Robertson's confession that he hadn't in recent years worn a watch at all, but had used his mobile phone for timekeeping – he's now got an Apple Watch – I started delving into the subject of current watch technology. I was searching for the most accurate, yet reliable, watch for a modest sum of money, under £100 if possible! So, researching the subject like I would for anything motoring-related, I started gathering information from Wikipedia, manufacturer web sites, and watch owner forums. What an insight this turned out to be! All the details I gathered would assuredly bore you readers, as they began to bore me, but I did establish a few key facts. The romance of a "mechanical" "old technology" winding watch, with a spring, lots of impressive "jewels" and a complex "movement" of escapements, gear wheels, and so on was not in budget if I wanted accuracy at a reasonable price. Anything under £500 was unlikely to better a loss or gain of maybe 15 to 30 seconds a day, and need adjusting every few days, or at least every couple of weeks, to feel confident of reasonable accuracy.

Mechanical chronometers of better accuracy cost a lot more and, more to the point, are still likely to be less accurate than most cheap quartz watches. These depend on a quartz crystal that, powered by a small battery, vibrates at something like 32,000 times a second and creates a digital display, or employs a stepping motor to drive the hands and displays. Now I'm probably boring you by now, but I did eventually establish that the most accurate quartz systems employ batteries that are constantly charged to give a steady voltage, either by the equivalent of a winding system in the form of either a solar-powered cell, or a mechanical generator driven by the movement of the watch. Of course the latter systems have long been used with mechanical "automatic" watches to keep their main springs wound up, but they are subject to the same accuracy limitations of all mechanical watches. So, temporarily resisting the appeal of the classic and beautifully engineered mechanical self-winding Seiko 5, the outcome of all my researches led me towards the purchase of either a Seiko Kinetic, or a solar powered Citizen Eco Drive.

A further process of education then took me into the realms of calibers and mechanical movements, and their various merits, and the discovery that, with a bit of luck – you might need a visit to a watchmaker to regulate your watch for maximum accuracy – any of these might expect maybe a loss or gain of 5 to 10 seconds a day, which seems more than acceptable.

As I write these words, I have sitting in front of me three of my older quartz watches, all of which I set to BST (British Summer Time) by reference to the internet, and all of which are still showing near-identical times, on the second hand, some four hours later. I can always wear one of these if time is critical, so maybe after all I'll perhaps go for the engineering achievement of the Seiko 5. But it took me back to the basic fact that anything that can connect regularly with, or stay in contact with a computer link to an accurate time source, of which there are plenty, does the job, if accuracy is all you want. There are, of course, radio-linked watches that receive a signal from a transmitter in the Lake District to perform this function, but so can a wireless or Bluetooth link, and it doesn't take much technology to present the information on your wrist, on your phone, or wherever else.

But I've concluded that watchmania, as practised by those with deep pockets, is a pursuit of the rich, or maybe the sad, and serves little purpose other than to impress the impressible! It took me back to beautiful, complex and expensive cars, with the thought that, unarguably, a car's prime purpose is to get one from A-to-B, efficiently, reliably, and economically, and maybe also with the minimum of expense. Does the route of watch technology, from beautiful mechanical complexity and character, to reliable electric power and accurate electronic technology, suggest that this is the inevitable route for cars?

MIXED FEELINGS CONTINUE

Dear Doctor, I write with further reference (DC Issue 339 Mixed Feelings on Diesel Brands) to economy, performance, and source of fuel. I have progressed with the Tesco diesel trial in so far as running down the BP fuel that I had in the tank and partially filled with your (Tesco, but with Millers. Doc) favourite. The mix is now 87 per cent Tesco to 13 per cent BP. I will not be able to conduct a definitive trial until we return from an extended trip to the land of the SNP, but initial results suggest that you are quite correct, in that the usage rate seems to be unaffected. It will be well into the summer before I will be in a position to have at least two sets of results from my usual local routes. I shall think of you the week after next when we pass by Glenfiddich and Glen Grant, east of Inverness. There are quite a large number of single malt distilleries in that small area in, and south of, Keith, as you may well know. A few days later we are scheduled to spend a few nights in Brora – home to Clynelish Malt – not that I imbibe myself in the amber nectar Malcolm Billings.

Thanks for the update Malcolm. I look forward to further reports. *Doc*.

I should explain to readers that I had a few unpublished exchanges with Malcolm regarding the subject of malt whiskies! This is not the place for extended comment on my (modest) drinking habits, but for any readers with a palate for the stuff, I can highly recommend Dalwhinnie 15-year old, for anyone who likes this kind of drink, but prefers it with a relatively low level of "peaty" aroma! Enough said! *Doc*.

DM@IL

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EXTRA FRILLS NOT THRILLS

Dear Editor
I couldn't agree more with Kevin Brighouse's letter in the last issue. I faced exactly the same predicament when I was changing my work car earlier in the year. My company encourages us to choose a vehicle with as low CO_2 as possible, but all of the eco-options were, put bluntly, of poverty specification.

As a manager of a small sales team, I do like to project a green image, but I don't see why I should do so while missing out on the luxuries that the non-green models get. Our company has a policy of not allowing any optional extras, and so upping the specification of a base model isn't an option for me. As an example, I looked at the Golf BlueMotion and even items as basic as a leather steering wheel and front fog lights cost extra, not to mention equipment like electric rear windows and an alarm. In my business, it is essential that I have satellite navigation to locate clients while out on the road, Bluetooth to chat while on the move, and rear parking sensors to help avoid low-speed mishaps.

In the end, I chose a car that wasn't actually billed as an 'eco-special', but has a CO_2 emissions figure that actually beats both the Golf and the Focus that I was originally looking at. Best of all, it has satellite navigation, parking sensors all round with a camera, as well as LED headlights, and a long list of other equipment. It also costs less than the Golf BlueMotion, but with a far better specification. What did I buy? A Peugeot 308 Allure with 1.6-litre BlueHDi engine, and I would urge anyone looking for an economical Golf-sized hatchback to do the same.

Ben Hastings
Via e-mail

Star Letter

SEALEY

The writer of this month's star letter wins an alumini LED tor wor

Next month's star letter 'll receive an 11-piece screwdriver s with carry ca worth £53

LEGAL i

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www.roadtrafficrepresentation.com

MOBILE PHONE HELD OR NOT?

Q I recently received a phone call in my car, when I was driving my car very slowly in heavy traffic and approaching a red traffic light. On average, I was braking approximately every one metre as I neared the traffic light. At one point, the vehicle was stopped, the hand brake was applied and the vehicle was put into park mode, with both my hands remaining on the steering wheel. My mobile phone was located on my lap, on loudspeaker.

I was observed by a police officer, who stopped me and warned that I would be reported for prosecution. However, I was not holding the phone to my ear, I kept a good view of the road, and I believe that I did not present any danger to other road users, nor myself. I have now received a notice offering me the chance of attending a rehabilitation course in place of a court hearing, but I am working abroad, having just started a contract for three years, and I am not due to return to the UK until after the time allowed to complete the course.

I currently have no penalty points on my driving licence. What should I do?

A The offence of using a mobile phone is committed if it is actually held, or must be held at some point during the course of making or receiving a call, so even though your phone was on your lap when you were seen by the police, it would necessarily have been held to make or receive the call. There is therefore no defence to the charge that you have received, but it is possible that you could persuade a court that because your car had barely moved during the call, the court should apply 'special reasons' for not endorsing your licence with penalty points, even though you would still be convicted. This assumes that you have no other defence, such as making an emergency services call in a genuine emergency.

I consider it unlikely that a court would agree that special reasons exist in the circumstances of this case, but it is within their discretion. The difficulty is that you would have to attend court in person (even if you are legally represented) to give evidence on oath about the incident. As you have no points on your licence at this time, and only three points can be endorsed for the offence, you are unlikely to accumulate 12 points within three years because of the time you will be living abroad. For all these reasons, I advise you to accept the offer of attending a rehabilitation course, if possible, but if this is not feasible, then to plead guilty by post (if and when you receive a court requisition) and set out in writing the circumstances of the offence, and anything else you can say about your driving record, in mitigation.

Meanwhile, you should respond to the offer of attending the course as quickly as possible, to accept the offer, but explain the date on which you are due back in the country, and therefore ask that your time for attending the course is extended until then. You might also phone the course provider to ask if they could extend your time. The offer letter will state that the offer of a course would be withdrawn automatically if you do not book the course within a specified number of days from the date of the letter, and attend the course within four months from the date of the offence, but it is worth trying to get an extension.

BAKED BEAN **BASHFULNESS**

Dear Ian
I thought the feature in last month's issue was really interesting about diesels that aren't sold here in the UK, particularly the Nissan Terrano that is basically a reworked Dacia Duster. I would buy the Nissan if it was sold here, but wouldn't think about getting a Duster. I don't think the brand has done itself any favours focusing on its budget status. Alright they are well priced and great value for money, but does anyone really want to admit that they're a cheapskate, in the same way that very few people will actually admit to buying Tesco Value beans if asked.

John Frost
Via e-mail

THE **BEST YET**

Dear Diesel Car Team
I've been a subscriber right from the start, and I must say that each issue keeps getting better and better. The latest copy of Diesel Car that dropped through my letter box yesterday is a case in point and provoked me into writing. It is jam-packed with road tests of the latest cars, buying advice, and that intriguing feature on diesel cars that aren't sold here, and I think it has to be one of the best issues yet. Keep up the good work, and if Renault ever decide to sell the new Espace over here, I'll have one like a shot!

Robert Bell
Via e-mail

The Extra Mile

With summer slowly receding in the rear-view mirror, along with the holiday season, it's time to de-clutter your motor and get rid of all the things that you might have fitted it with over the summer, with fuel consumption sure to be the winner.

Before we get to the bits that you might have added, do you know what else is lurking in your car? Truck companies say they are Britain's rolling warehouses, but do you have any idea what contribution your car might be making to the tonnage of things rolling around our road network? Families tend to treat the inside of a car like a skip. It's surprising what can be found underneath the front seats. Try shoes, discarded electronic games consoles, books, boxes of tissues, and iPods. My daughter lost her iPod a few years ago after a family holiday down in Dorset. Phone calls were made to the place we had been staying, and the finger of suspicion was pointed in several directions. Two years later, my youngest son discovered it tucked underneath one of the seats in our Ford Galaxy. It even worked, but along with other family detritus, had been adding to the weight the car had been hauling around in the meantime. It's surprising just how much it all adds up to and you don't tend to notice until you clear it all out.

I'm a great believer in carrying things to ward off automotive evil spirits. Consequently I never go out in my nearly 50-year old Volvo without a comprehensive tool kit and a few spare parts, but why would I need to do that in a modern car? The likelihood of a breakdown in a modern diesel is pretty unlikely. I covered nearly 1,900 miles on holiday this summer in a new Volvo, a V60 D3, and didn't even think about taking precautions in the event of a breakdown.

Like many others, I have a roof box for those extended trips, but despite the convenience, I'm not a great fan of the things. That's partly because no matter how well shaped they are, there is bound to be a fuel consumption penalty, partly for aerodynamic reasons and partly because it adds unnecessary bulk once they have done their job. The same is true of cycle racks, whether fitted to the roof, the back of your car or positioned on the tow bar. These items add weight and disturb airflow over the car when you don't need them. Removal is usually pretty easy. You just need a willing assistant and some spare time.

There is another potential hazard too. I would not choose to fit a roof top cycle rack. Partly because you have to get the bikes on the rack in the first place, which means that whatever aids you might have used to fit them – ladders etc, will also be needed at the other end to get them off again. We have a friend who had his bikes fitted in an upright position on the roof of his car. It was all going so well until he decided he needed to nip into a supermarket multi-storey car park. He had forgotten about his roof top cargo, until the inevitable happened. The cascading bent bikes, twisted roof bars and dented car roof landed him with a rather large repair bill.

If you have taken the trouble to fit it, remember it's there, and if you don't need the item any more, rid yourself of the extra weight, and store it in the garage. Friendlier fuel bills and the fitness of your bank balance depend on it.

John Kendall DC

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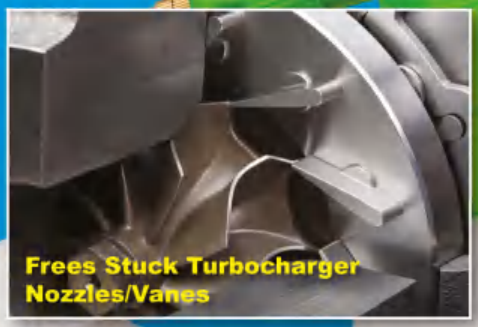

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HIGH MILE CLUB

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2006 Citroën C5 Estate 2.0 HDi 136 Automatic

Nine years ago, IT programme manager Hugues Lecoeuche bought an ex-demonstrator Citroën C5 Estate from a local dealer near his home in Hemel Hempstead, Hertfordshire. He paid £18,000 for the four-months-old 2.0-litre HDi 136 Exclusive Automatic edition, with 4,000 miles on the clock. What a good buy that has turned out to be. The C5's odometer is now reading over 228,000 miles, and is still in daily use.

As well as regular long business commutes to places such as Newcastle, Manchester and Derby, Hugues is fond of marathon road trips on holiday. One such journey added around 8,000 miles to the car's tally, when he and his wife went to see the midnight sun at North Cape. First they drove to Calais to drop off the kids with his French parents, before heading north up through Norway, then back down via Sweden and Germany to collect the kids from holidaying with their grandparents in the South of France, then finally returning home to Hemel Hempstead. Another such trip, this time to Istanbul, saw the C5 crossing 16 borders in eight days.

He reports very good fuel economy from the car, regularly doing 800 miles between refills for its 66-litre tank, but says that "this may have to do with my sedate driving style, almost exclusively done on motorways." For the first three years of its life, the C5 was serviced at the Citroën dealer he bought it from. But since then he has done all the basic servicing himself. He says he finds "the very long life of Citroën cambelts to be an added benefit in terms of reducing maintenance costs," but is critical of the suggestion that the gearbox is 'lubricated for life'. "It's both stupid and misleading," says Hugues. "Unless you are happy to see your gearbox die from lack of proper lubrication, regular maintenance is required. I have my automatic transmission serviced every 60,000 miles, and each time it felt much happier after an oil change."

Likewise, he is not convinced by the 20,000 miles service intervals quoted for the engine – although reduced back to 12,500 miles for some later C5s. "Therefore I religiously change the oil every 10,000 miles, and as a result of which I have a very happy engine." He uses Castrol Edge 5W40, bought at Costco "because the price is more reasonable there."

The car has just passed its MOT, and Hugues says that unless something catastrophic happens in the meantime, he will keep clocking the miles in it for another year. But he is starting to think about what to replace it with. "My biggest fear is pollution of the injectors, which would probably finish it off."

He is no stranger to high-mileage Citroëns, having had several in a row. He ran a ZX Estate 1.9 diesel for ten years and 150,000 miles, then a Xsara Picasso 2.0 HDi for ten years and 190,000 miles, before his current C5 Estate, which still has the original major parts including the engine, alternator, water pump and particulate filter. As he says of the three cars: "This is a total of 568,000 miles on the road for £39k worth of metal. Not bad value for money!"

Sue Baker DC

SUPER MARKET $W££P

Our used car experts have been scouring the country to find exceptional prices on nearly new and pre-registered cars, whether that be at main dealers, car supermarkets or used car specialists. Canny buyers know that a car depreciates heavily as soon as it is driven off of the dealer's forecourt, and so buying a car that is nearly new makes a whole lot of sense. After all, your neighbours will only be interested in the plate on the front, and so providing it is the latest registration, they won't know that you've been a cheapskate, and you can have a smug grin on your face knowing how much cash you've saved.

DIESEL DEALS

SEAT LEON SE 1.6 TDI

2015 (15-plate), 50 miles

Price when new	£19,400
Price now	£15,495
Saving (discount)	£3,905 (20%)
Where	D M Keith SEAT, York (01904 595748)

The Leon is one of our favourite medium hatchbacks, and this mid–spec SE model comes laden with equipment. Paired to the frugal 1.6–litre TDI engine, there's almost £4k off this one.

SUB 100G/KM PETROL POWER

SMART FORFOUR PASSION

2015 (15-plate), 100 miles

Price when new	£11,620
Price now	£8,950
Saving (discount)	£2,670 (22%)
Where	smart of Swindon (01793 978867)

It only hit the showrooms earlier this year, and yet there are some fantastic pre–registration deals on offer for the four–seat smart. This entry–level model has more than 22 per cent off.

ELECTRIC AVENUE

NISSAN LEAF ACENTA FLEX

2015 (15-plate), 11 miles

Price when new	£18,590
Price now	£12,990
Saving (discount)	£5,600 (30%)
Where	Evans Halshaw, Doncaster (01302 308370)

You may still have to rent the batteries on this pre–reg Nissan Leaf, but with £5,600 off the list price, it's an absolute bargain. And it's the mid–spec Acenta, too, so it's not spartan inside.

HYBRID OPTION

MERCEDES-BENZ C 300 HYBRID AMG LINE PREMIUM PLUS

2015 (15-plate), 5 miles

Price when new	£41,725
Price now	£36,845
Saving (discount)	£4,880 (11%)
Where	Mercedes–Benz York (01904 595633)

A £5k discount isn't to be sniffed at, especially when it's off one of the newest compact executive cars on the market. This diesel hybrid edition is laden with equipment, too.

TOTAL RECALL

Here we list a summary of all of the recent vehicle recall notices announced by the car makers and the DVSA (Driver and Vehicle Standards Agency), previously known as VOSA. Check down the list to see if your car is mentioned, and if it is, we recommend that you contact your nearest main dealer without delay, as many of the recalls affect the vehicle's safety. More info can be found at www.vosa.gov.uk/vosa/apps/recalls/.

MODEL	RECALL REASON	RECALL DATE	BUILD DATES AFFECTED
Chevrolet Trax	Front seat lap belt pre-tensioner may not function as intended	17/07/2015	15/11/2012 to 09/03/2013
Honda CR-V	Unintended braking may occur	10/07/2015	30/08/2012 to 15/10/2014
Lexus NX 300h	Loss of stability	10/07/2015	18/12/2014 to 05/03/2015
Mercedes-Benz A-Class	Possibility of loss of drive	14/07/2015	01/09/2011 to 30/06/2013
Mercedes-Benz B-Class	Possibility of loss of drive	14/07/2015	01/09/2011 to 30/06/2013
Mercedes-Benz CLA-Class	Possibility of loss of drive	14/07/2015	01/09/2011 to 30/06/2013
Mercedes-Benz C-Class	Side restraint system may not function as intended	07/07/2015	01/10/2014 to 30/10/2014
Mercedes-Benz C-Class	Passenger airbag may not function as intended	23/07/2015	01/08/2013 to 30/04/2014
Renault Clio	Reduction in braking performance	16/07/2015	05/03/2013 to 10/09/2014
Volkswagen Golf	Directional control may be compromised	24/06/2015	01/04/2015 to 11/04/2015

REMEMBER THIS NISSAN CUBE

The boxy Nissan Cube gained quite a following in the UK, despite the original version not officially being sold here, and many found their way onto UK forecourts as a result of being privately imported from Japan. So when the third generation car was being created, Nissan management here in Britain thought that they would try and grab a slice of the action by bringing it here officially, forecasting annual sales of around 2,000 per annum. Its looks, while still quirky, weren't quite as cute as the previous generation car, and as a result sales bombed, with only around 1,000 registered. On sale from January 2010, a 1.5-litre dCi edition was set to go on sale at a later date, but the Cube was culled a year after it was launched, and before any diesel examples could arrive. Or so we thought, until we discovered a single base dCi model registered on the database at the DVLA. The Cube must go down in history as being one of the most short lived cars sold in the UK, and this sole diesel edition is truly unique.

1

DIESEL REMAINING

AUCTION **WATCH**

Not only do our used car experts give you invaluable advice on buying a used car privately or from a dealer, but we also check out the car auctions too, to get the low down on the kind of prices being paid on the auction floor. Armed with this information, it will give you an idea of the kind of money that dealers are paying for their used car stock, so you can push harder and get a better deal when negotiating the price of your next used car.

MANHEIM AUCTIONS, BRUNTINGTHORPE — **JULY 2015**

YEAR/PLATE	MODEL	CO_2 G/KM	COLOUR	MILEAGE	PRICE £
2010/10	Alfa Romeo 159 2.0 JTDM (170) TI	142	Red	56,789	£6,450
2012/12	Audi A1 Sportback SE 1.6 TDI	99	White	49,821	£8,900
2011/11	Audi A3 Sportback S line 2.0 TDI (140)	115	White	15,489	£12,400
2012/12	Audi A5 Coupé Black Edition 2.0 TDI (177)	120	White	18,880	£18,800
2011/11	Audi TT Coupé Sport 2.0 TDI quattro	139	Black	52,248	£13,400
2008/58	BMW 118d SE 5-door	123	Blue	94,744	£4,500
2012/12	BMW 320d EfficientDynamics	109	Silver	8,342	£14,300
2011/11	BMW 520d SE	129	White	78,581	£10,750
2011/61	BMW X3 xDrive20d M Sport	149	Silver	44,817	£18,500
2013/13	Chrysler Delta 1.6 MultiJet SE	130	Blue	90,564	£4,200
2011/11	Citroën C4 Picasso VTR+ 1.6 HDi	135	Black	25,778	£8,100
2009/09	Citroën C5 Tourer VTR+ 2.0 HDi (140)	155	Blue	78,190	£3,000
2012/12	Citroën DS 5 DStyle 1.6 e-HDi Airdream EGC	114	Grey	73,603	£7,700
2012/12	Citroën Nemo Multispace 1.3 HDi	119	Grey	32,915	£3,650
2012/12	Fiat 500 Lounge 1.3 16v MultiJet	104	White	18,894	£6,200
2009/09	Ford Fiesta Zetec S 1.6 TDCi 3-door	110	Black	69,831	£3,550
2009/59	Ford Focus Estate ECOnetic 1.6 TDCi	115	Black	74,225	£2,500
2006/56	Ford Galaxy Ghia 2.0 TDCi (143)	172	Silver	87,572	£4,400
2011/11	Ford Kuga Titanium 2.0 TDCi (163) 4WD	159	Black	35,688	£11,800
2010/60	Ford S-MAX Titanium 2.0 TDCi (140) Powershift	159	Black	65,368	£9,300
2010/60	Honda Civic Si 2.2 i-CTDi 5-door	139	Red	86,174	£4,750
2007/07	Honda CR-V 2.2 i-CTDi ES	173	Silver	87,434	£4,550
2011/11	Hyundai i30 Premium 1.6 CRDi	119	Black	91,483	£3,450
2010/10	Jaguar XF 3.0 Diesel Premium Luxury Auto	179	Gold	17,616	£15,300
2010/60	Kia Sorento KX-2 2.2 CRDi Automatic	194	Black	34,983	£12,400
2009/09	Kia Soul 2 1.6 CRDi Auto	155	Silver	4,815	£3,900
2012/62	Kia Sportage 3 Sat Nav 1.7 CRDi	143	White	49,982	£13,100
2007/07	Land Rover Discovery 3 2.7 TDV6 XS Auto	270	Silver	96,456	£8,800
2009/59	Lexus IS 220d SE	148	Silver	84,638	£5,000
2011/11	Mazda6 2.2 Diesel TS2 5-door	142	Red	92,460	£4,800
2010/10	Mercedes-Benz C 250 CDI Sport Automatic	161	Silver	57,987	£10,500
2011/60	Mercedes-Benz E 220 CDI SE Estate Auto	159	Silver	88,272	£10,500
2012/12	MINI Countryman Cooper D	115	White	20,421	£10,500
2012/12	Mitsubishi Outlander GX4 2.2 DI-D	167	Brown	94,510	£9,600
2011/11	Nissan Juke Tekna 1.5 dCi	134	Red	97,189	£6,500
2009/09	Nissan Note Visia 1.5 dCi	119	Silver	37,095	£3,100
2010/60	Nissan Qashqai n-tec 1.5 dCi	135	Black	44,532	£7,900
2008/08	Nissan X-Trail Aventura Explorer 2.0 dCi 173	198	Grey	87,716	£6,000
2012/12	Peugeot 207 Active 1.6 HDi 92 5-door	110	Black	47,423	£4,200
2011/11	Peugeot 3008 Sport 1.6 HDi (112) EGC	129	Grey	30,642	£6,300
2012/12	Peugeot 308 SR 1.6 e-HDi 112 5-door	119	Grey	38,485	£5,100
2012/12	Peugeot RCZ GT 2.0 HDi 163	139	Grey	78,288	£8,600
2009/59	Porsche Cayenne Diesel Automatic	244	Black	54,515	£18,900
2012/12	Range Rover Evoque 2.2 SD4 Pure Tech Automatic 5-door	174	White	17,268	£24,800
2012/12	Range Rover Westminster 4.4 TDV8 Auto	253	Grey	65,840	£29,100
2012/12	Renault Grand Scenic Dynamique TomTom 1.6 dCi 130	114	Grey	38,132	£10,000
2011/60	Renault Laguna Dynamique TomTom 1.5 dCi	139	Grey	9,815	£5,250
2007/57	Saab 9-3 Convertible Vector Anniversary 1.9 TiD (150)	169	Silver	53,612	£5,300
2012/62	SEAT Exeo Sport Tech 2.0 TDI CR (170)	142	White	22,158	£9,600
2010/60	SEAT Ibiza FR 2.0 TDI CR 5-door	119	Red	33,604	£5,600
2011/11	SEAT Leon FR 2.0 TDI CR	139	Black	98,779	£6,200
2010/10	Skoda Octavia Estate Elegance 1.6 TDI CR	119	Black	93,655	£3,800
2011/11	Skoda Superb Estate Elegance 2.0 TDI CR (170) DSG Auto	163	Blue	90,078	£7,800
2011/11	Skoda Yeti S 2.0 TDI CR 4x4 (110)	159	Beige	40,558	£7,400
2012/12	Subaru Legacy 2.0D S	149	Grey	76,527	£7,800
2008/58	Toyota Corolla Verso T180 2.2 D-4D	178	Grey	81,448	£3,500
2009/09	Toyota Verso SR 2.2 D-4D	167	Silver	64,239	£5,000
2008/58	Toyota Yaris TR 1.4 D-4D 3-door	119	Silver	35,176	£3,500
2011/11	Vauxhall Astra SRi 1.3 CDTi 16v (95)	109	White	88,941	£4,750
2011/60	Vauxhall Insignia SRi Nav 2.0 CDTi (130) 5-door	133	Black	70,548	£5,000
2012/62	Vauxhall Zafira Tourer SRi 2.0 CDTi Auto	159	Black	9,764	£12,200
2013/13	Volkswagen Beetle Fender Edition 2.0 TDI	129	Black	14,812	£14,200
2008/08	Volkswagen Eos 2.0 TDI Auto	177	Silver	98,552	£4,250
2012/61	Volkswagen Golf Estate Sportline 2.0 TDI (140)	132	Grey	64,773	£7,100
2011/11	Volkswagen Golf GTD 2.0 TDI DSG Auto 5-door	147	Blue	42,582	£12,650
2006/56	Volkswagen Golf Plus Luna 1.9 TDI PD (90)	151	Silver	89,000	£2,750
2011/61	Volkswagen Passat CC GT 2.0 TDI (170) DSG Auto	144	White	52,878	£10,800
2012/12	Volkswagen Polo Match 1.2 TDI 5-door	102	Red	18,050	£6,500
2011/11	Volkswagen Scirocco 2.0 TDI	118	Blue	66,462	£10,600
2011/11	Volkswagen Tiguan Match 2.0 TDI	139	Black	60,223	£9,900
2011/11	Volvo C30 D2 R-Design	114	Orange	78,980	£6,400
2012/12	Volvo C70 D3 ES	154	Blue	92,041	£7,600
2012/12	Volvo V60 D2 DRIVe R-Design	119	White	28,529	£11,700
2010/10	Volvo V70 2.0D SE	157	Red	72,714	£7,450
2013/13	Volvo XC90 D5 AWD R-Design Nav Auto	215	Black	4,661	£26,800

MAZDA5 1.6 DIESEL 2010 ONWARDS FROM £6,500

TECHNICAL SPECIFICATIONS

Made in	Hiroshima, Japan
Configuration	5-door MPV, 7-seats, front-wheel-drive
Drivetrain	1560cc, 4-cylinder, 8-valve, turbocharged diesel with particulate filter
Transmission	6-speed manual
Power output	114bhp @ 3,600rpm
Maximum torque	199lb ft @ 1,750rpm
Top speed/0-62mph	111mph/13.7 secs
CO_2 emissions (tax band)	138g/km
Economy (urban/extra urban/combined)	44.1/61.4/54.3mpg
Fuel tank size/range	60 litres/717 miles
Insurance group	16
Size (length/width without mirrors)	4,585/1,988mm
Boot space (minimum/maximum)	112/426/1,485 litres
Kerb/max towing weight	1,490-1,505/1,200kg
Euro NCAP safety rating	Not yet tested

When Mazda took the wraps off the 5 MPV, it stood out thanks to what Mazda calls its 'Nagare' design language, including distinctive-looking waves along the side of the car. It kicked off the company's new family face and sat on a unique platform, though it shared its Ford-PSA Peugeot-Citroën developed powerplant with the Ford Focus and Peugeot 308. First unveiled early in 2010, the seven-seat Mazda5 arrived in UK showrooms in October, powered by a single 114bhp 1.6-litre diesel engine, and paired to a six-speed manual transmission – no automatic gearbox was offered in diesel guise. Initially just a pair of trim levels were offered – TS2 and Sport – with a satellite navigation option, called Sport Nav, arriving exactly a year later.

Six months on, the Sport model without satellite navigation was dropped, returning the range to a two-version line-up. A Venture Edition model was announced in August 2012, and became the sole version on offer from October that year. In February 2015, the Venture Edition was replaced by the Sport Venture model, and this edition continues on sale today.

All diesel versions of the Mazda5 come with six airbags, electronic stability

MODEL HISTORY

KEY DATES AT A GLANCE	
October 2010	Mazda5 goes on sale in the UK.
October 2011	Sport Nav edition goes on sale, featuring satellite navigation as standard.
April 2012	Sport model without satellite navigation discontinued.
August 2012	New Venture Edition arrives in showrooms.
October 2012	TS2 and Sport Nav models discontinued.
February 2014	Sport Venture model accounted, replacing the Venture Edition.

control, traction control and Isofix child safety seat fasteners for the rear outer seats, as well as 16-inch alloy wheels, a space saver spare wheel, automatic headlights and wipers, and rear privacy glass. Rather thoughtfully, rear parking sensors are included, too, as are electric windows all round, cruise control, Bluetooth mobile phone connectivity and climate control. Sport versions are even better equipped with heated leather seats, larger 17-inch alloy wheels, a sports body kit, and tyre pressure monitors, while the Sport Nav editions add a 5.8-inch touchscreen TomTom satellite navigation system. Later Venture Edition models feature 17-inch alloy wheels, a reversing camera and power folding door mirrors, while the Sport Venture versions boast leather upholstery, Alpine satellite navigation and a sports body kit.

PARTS PRICES

Air Filter	£18.72
Battery	£118.84
Brake discs – front (each)	£73.77
Brake discs – rear (each)	£75.38
Brake pads – front (pair)	£78.00
Brake pads – rear (pair)	£68.54
EGR valve	£287.82
Fuel filter	£54.98
Headlight	£338.40
MAF sensor	£68.44
Oil filter	£13.62
Rear light cluster	£178.91
Windscreen wipers (pair)	£13.32

All prices quoted are for Mazda approved parts and include VAT. Savings can be made by buying parts from other aftermarket suppliers, but using them will in most circumstances invalidate any remaining warranty that you may have.

OWNING

The Mazda5 is one of the most stylish MPVs on the market, proving that carrying a family and having the option of seven-seats need not be boring. But with a single 114bhp 1.6-litre turbodiesel engine on offer, there's a limited amount of choice, and the more passengers you carry on board, the slower the car will feel. You'll need to waggle the gears and keep the engine in its sweet spot for swifter progress, especially when acceleration to 62mph takes in excess of 13 seconds.

The suspension is set-up more firmly than rival motors, and as a result the Mazda5 feels more dynamically adept than some rivals. Impressive body control, minimal lean when cornering, excellent grip and responsive steering are just some of the vehicle's attributes. Suspension and road noise are kept well in check, but it's likely that you'll hear some wind ruffle around the windscreen and door mirrors.

The interior of the Mazda5 is solidly built and well screwed together, even if it doesn't offer the plushness and soft-touch plastics of some of its newer rivals. All of the controls are placed high up for ease of use, and the gear lever is mounted exactly where you want it, just below the ventilation controls. Visibility is good thanks to deep windows and a high-set driving position, and it's easy to get a comfortable thanks to plenty of adjustment. Sliding rear doors make it a doddle for passengers to get in and out, though the rearmost seats are best left for children and small adults. There's plenty of legroom in the middle row, but beware

CARS WE FOUND

FRANCHISED MAZDA DEALER	
Model	Sport Venture 1.6 Diesel
Year/plate	2014/64
Colour	Metallic grey
Mileage	9,025 miles
Price	£15,500
Contact	McRae and Dick Mazda, Inverness (01463 668822) www.macraeanddick.co.uk

FRANCHISED MAZDA DEALER	
Model	Sport 1.6 Diesel
Year/plate	2011/11
Colour	Metallic grey
Mileage	29,658 miles
Price	£9,495
Contact	Brayley Mazda, Harpenden (01582 447368) www.brayleys.co.uk

FRANCHISED CITROËN DEALER	
Model	TS2 1.6 Diesel
Year/plate	2011/61
Colour	Black
Mileage	77,184 miles
Price	£8,794
Contact	Evans Halshaw Citroën, Bradford (01274 230247) www.evanshalshaw.com

RECALLS

8th April 2013 Cars built from the launch until 7th November 2012 were affected by a problem that could potentially mean that the Mazda5 could catch fire. 1,031 cars were affected by a problem that may result in water entering the glow plug control module, due to poor sealing of the waterproof connector for the front harness. The module could become corroded, and in a worst case scenario, it could melt, causing a fire. Mazda dealers were asked to inspect all affected vehicles, with the module replaced, as necessary, and the siting of the unit moved to a different location to avoid any possible damage by water in the future.

that the centre seat isn't as generously proportioned as the outer two. Even with all of the seats in use, there's still some space for shopping bags, and folding the third row down to use in five-seat mode results in a large, well-shaped boot.

RUNNING COSTS

With the absence of fuel saving measures like stop-start, the Mazda5 isn't as frugal as some newer seven-seat MPVs, with CO_2 emissions of 138g/km, meaning an annual tax disc bill of £130. Owners report that they are able to achieve fuel economy in the early to mid-40s mpg, and no doubt this can be nudged upwards by a few miles per gallon with a lighter right foot. No matter which Mazda5 you choose, it will cost the same to insure, with all versions falling into group 16.

All Mazda5s came with a three-year, 60,000 miles warranty, so the earliest examples will now be out of cover. Servicing is required every year, or 12,500 miles, whichever arrives first. With the Mazda5 making extensive use of the Ford parts bin, it may be that a friendly Ford dealer will be able to maintain the car at a lower price. The same goes for specialists, but make sure that they utilise approved Mazda parts so that any remaining warranty cover remains in place. Don't forget to shop around for the best deal, especially as Mazda dealers guarantee to price match on a like-for-like service. And that way you'll have the peace of mind of main dealer expertise and any software upgrades carried out automatically.

And don't worry if the owner can't seem to find the service records, they are all held digitally at Mazda UK and therefore they are easily retrievable, providing it has been serviced at a main dealer. This provides an extra layer of security against mileage clocking, and will tell you everything about the car that you're looking at buying. Inspect it carefully to make sure that the vehicle has been serviced as it should, and walk away from any example that hasn't been regularly maintained in accordance with the manufacturer's requirements.

DIESEL CAR ROAD TESTS

The Mazda5 has appeared in Diesel Car road test reports in the past, which will give you further depth as to how it stacks up. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each back issue costs £6.00, delivered to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require.

5 Sport 1.6 Diesel	Issue 285	June 2011

DOCTOR DIESEL SAYS ...

Mazdas are generally a pretty safe used buy, and the company's approved used scheme offers a particularly comprehensive warranty. Servicing costs (at 12,500 mile

PRICES

	2010/10 66,000 MILES	2010/60 60,000 MILES	2011/11 54,000 MILES	2011/61 48,000 MILES	2012/12 42,000 MILES	2012/62 36,000 MILES	2013/13 30,000 MILES	2013/63 24,000 MILES	2014/14 18,000 MILES	2014/64 12,000 MILES	2015/15 6,000 MILES	
1.6 TS2 DIESEL	£6,500 £7,400 £7,800 £8,300	£6,800 £7,600 £8,100 £8,600	£7,700 £8,400 £8,900 £9,500	£8,000 £8,800 £9,300 £9,900	£9,100 £9,900 £10,300 £11,000	£9,400 £10,300 £10,800 £11,400	£10,600 £11,400 £12,000 £12,500	-	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
1.6 VENTURE EDITION DIESEL	-	-	-	-	£9,600 £10,500 £10,900 £11,600-	£10,000 £10,900 £11,400 £12,100-	-£11,200 £12,100 £12,700 £13,200	£11,700 £12,600 £13,200 £13,700	£13,100 £13,900 £14,600 £15,200	-	-	Trade-in Private sale Independent dealer Franchised dealer
1.6 SPORT VENTURE EDITION DIESEL	-	-	-	-	-	-	-	£12,300 £13,300 £13,900 £14,500	£13,900 £14,700 £15,500 £16,100	£14,300 £15,300 £16,000 £16,700	£16,100 £17,100 £17,900 £18,600	Trade-in Private sale Independent dealer Franchised dealer
1.6 SPORT DIESEL	£7,200 £8,100 £8,500 £9,100	£7,500 £8,400 £8,900 £9,400	£8,500 £9,300 £9,800 £10,500	£8,800 £9,700 £10,200 £10,900	£10,000 £10,900 £11,300 £12,100	-	-	-	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
1.6 SPORT NAV DIESEL	-	-	-	£9,200 £10,000 £10,600 £11,300	£10,300 £11,300 £11,700 £12,500	£10,700 £11,700 £12,300 £13,000	£12,100 £13,000 £13,600 £14,300	-	-	-	-	Trade-in Private sale Independent dealer Franchised dealer

All of the used car values assume that the car is in excellent condition for the year, with no damage either internally or externally and has been fully maintained using the manufacturer's original parts with receipts and stamps in the service book to prove this. If this isn't the case, you will need to reduce the values accordingly.

intervals) may be a touch higher than for many cars, but this quite possibly accounts for the high reliability rates and generally excellent owner ratings. That said, we've come across one or two unexpected negative owner reports that hopefully represent rogue or mistreated cars. So make sure that you don't happen on one of these and take a good long test drive, and it is best to buy only from a Mazda dealer offering the warranty. The occasional poor owner reports concern weak and uneven engine response and poor fuel economy, so whilst you won't be able to really check for the latter, it's worth interrogating the on-board computer to see a historical mpg figure, which will also give some guide to the driving style (and mechanical sympathy) of its last owner.

Diesel particulate filter problems should not be expected if the car has had regular work, as you might expect from such a seven-seat load carrier.

Check over the internal trim, the load area, and general cabin condition – some cars may have been used semi-commercially, and there's always a risk of false mileage display if you're buying without a full service history and from outside the dealer network. Look out for uneven front tyre wear and overall tyre condition; if you like a comfortable ride, then stick to a TS2 model with 16-inch tyres, rather than a Sport or Venture Edition with 17-inch rubber, which will also cost you more to replace. Also listen for any suspension knocks from front lower suspension arm bushes, anti-roll bar bushes, or shock absorbers, which can all wear with time, mileage, and frequent heavy loads. Don't ignore any suggestions of steering wheel or body vibration when braking (if so, check further in a safe place with a hard braking test) which could mean warped or unevenly worn front discs. DC

TUNING

Here we highlight the kind of results that can be achieved when tuning the 1.6-litre engine in the Mazda5, across a range of well respected companies within the tuning industry. But power and torque increases aren't the whole story, and therefore you should discuss your individual desires and requirements direct with the company, be it extra performance, improved fuel economy or extra oomph for towing. Be aware that any increase in power may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, so you should look at uprating these areas too. Most importantly, any kind of engine tuning is a modification, so to stay within the law and to avoid the risk of not being fully insured, you must advise your insurance company accordingly.

COMPANY	WEB ADDRESS	CONTACT NUMBER	PRODUCT NAME	POTENTIAL		COST
BLUE SPARK AUTOMOTIVE	www.bluespark automotive.com	01388 606233	Pro with Boost control	145bhp	247lb ft	£279.99
			Pro	138bhp	237lb ft	£199.99
			CR Tech 2	130bhp	229lb ft	£149.99
CELTIC TUNING	www.celtic tuning.co.uk	01726 892873	Stage 1	147bhp	239lb ft	£360
EVOLUTION CHIPS	www.evolution chips.co.uk	01253 508400	-	143bhp	240lb ft	£299
TUNIT	www.tunit.co.uk	0845 838 1405	V-CR	138bhp	229lb ft	£450
			V-CR Advantage II	142bhp	236lb ft	£510

USEFUL CONTACTS

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www.facebook.com/MazdaUK
03457 48 48 48
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www.mazda.co.uk
Mazda Owners Club www.mazdaownersclub.co.uk

DAMAGED GOODS

For the majority of second-hand car buyers, the aim is to buy something that you like, perhaps a little newer, with a lower mileage on the clock, and with less faults than the one you currently own. But according to the trade, it's fast becoming a case of being grateful of what you can get. Low registration volumes during the recession years, and fleet buyers changing cars less frequently due to budget constraints, mean that dealers have less choice to offer the retail customer, according to their mouthpiece Glass's Guide.

Perhaps even more concerning is that the nearly new stock that's been filtering back into the trade has been in a poorer condition than in previous years. Glass's puts this down to the trade's keenness to get stock moving quickly, enabling short-term contract hire and leasing companies to get away with not repairing damage to cars before they are returned. Mix this with higher spending power, as well as a greater buyer appetite for used cars, and dealers have literally been forced to purchase whatever stock they can get their hands on to ensure their forecourts are jam packed with cars, adds Glass's.

And you want more bad news? Well, thanks to squeezed profit margins (dry those tears!), dealers can't automatically beautify shabby stock like they used to, so it's left to the punter to negotiate any repairs as part of the purchase price. Age-related damage like bumper scuffs, scratches and alloy wheel scrapes were once put right before the car even reached the forecourt, but this often no longer happens, with used car stock put up for sale in a similar state to how it was bought in, save for a thorough deep clean and valet. The dealer will then try to convince the hapless private motorist that any deterioration found has to be put down to fair wear and tear. After all, it's not a brand new car and more pertinently, they are not asking new car prices – even though Glass's own reports say that the typical residual value of a second-hand vehicle has risen to as much as a third of its new car price of five years ago.

> **...thanks to squeezed profit margins, dealers can't automatically beautify shabby stock like they used to...**

But wait a minute – is this such a bad thing after all? Too many motorists have been caught out buying a so-called immaculate car that was more a tribute to some crafty trader tart-up techniques employed than anything else, and at least you get the chance to see it in an honest state – warts and all – for you to make a truer judgement. Rust isn't anything like the worry it used to be back in the 1980s or 90s, so all you are looking out for are scrapes and minor damage – wounds that a smart repair company can put right for a moderate cost. Or instead negotiate the remedial work as part of the deal to buy the car. Even if they won't budge on price, it may be worth asking them to put the blemishes right at your expense, as they will no doubt have a tame smart repairer on their books who will carry out the work at trade prices, which will cost a lot less than if you arrange it yourself.

Of course the most import factors when buying any used vehicle are its honesty, originality and service history. So don't be too despondent when you go second-hand car hunting and you're not finding them 'as new' anymore, because you know what they say about judging a book by its cover.

Alan Anderson

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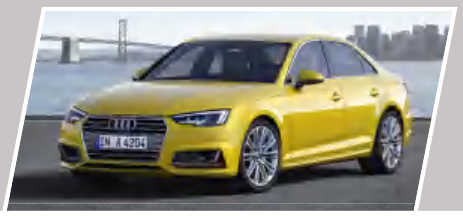
FIRST TEST



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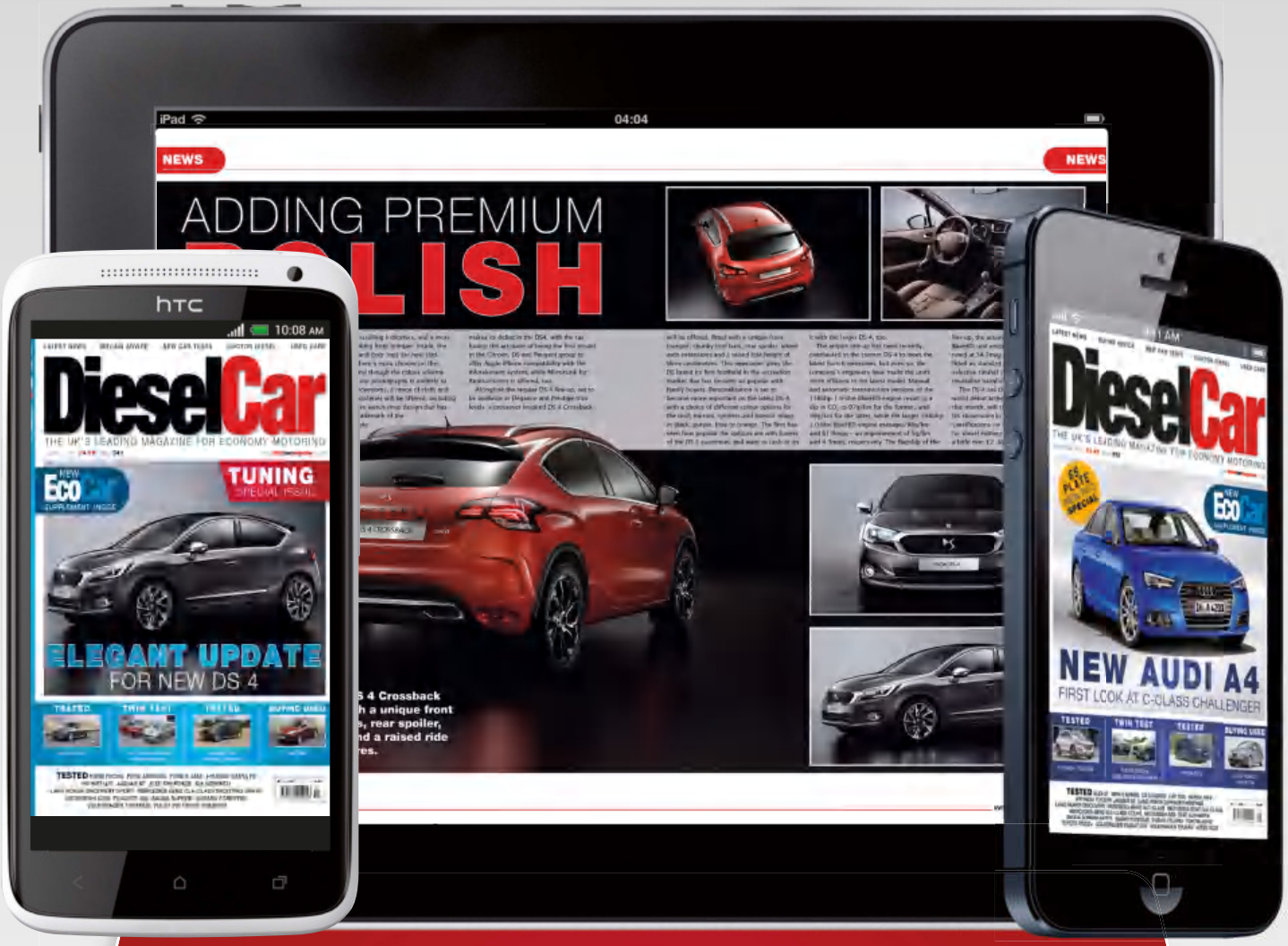

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MOTORING MORSELS

A survey by the **AA** has found that 59 per cent of its members believe there will be little or no incentive to buy low CO_2 emissions cars from April 2017 when the VED bands change.

A report in the German magazine, Manager, suggests that **Apple** approached **BMW** to use its i3 as a basis for its own electric car. Talks started last autumn, but have now ended.

Eight UK cities will have their plans to increase the number of plug-in taxis examined, before winning a slice of a £20 million fund, according to the **Department of Transport.**

Minister for Transport Andrew Jones has officially opened the first rapid plug-in car charging point at the Eden Project, Cornwall. It's part of 16 being installed in the county.

The **Hyundai** ix35 Fuel-Cell Vehicle has travelled a record-breaking 1,489 miles in 24 hours. The vehicle averaged almost 62mph, while emitting zero emissions.

The number of dealers able to sell the **Kia** Soul Electric Vehicle in the UK is expanding by six this summer, bringing the number of sales outlets up to a grand total of 19.

Rumours suggest that the next generation **Nissan** Leaf could become a family of models, including a crossover vehicle, in addition to a five-door hatchback replacement.

Porsche is rumoured to be readying a plug-in hybrid concept car that will be unveiled at the Frankfurt motor show later this month, and billed as a baby Panamera.

Customers buying a new **Renault** Zoe will get a free 7kW wall-box charger installed at their home by **Chargemaster**. Off-street parking and access to an electricity supply is needed.

It has been reported that **Tesla** founder and CEO, Elon Musk, has confirmed publicly that the long awaited Model X SUV will be officially unveiled sometime in September.

Toyota is introducing its Safety Sense package on the Aygo city car for an extra £375, which includes autonomous emergency braking and a lane departure warning system.

The next generation **Volkswagen** Phaeton, out in 2017, will feature a plug-in hybrid drivetrain, according to speculation. The same sources suggest an e-Polo will go on sale, too.

You can read more about some of these stories at WWW.ECOCARMAGAZINE.CO.UK

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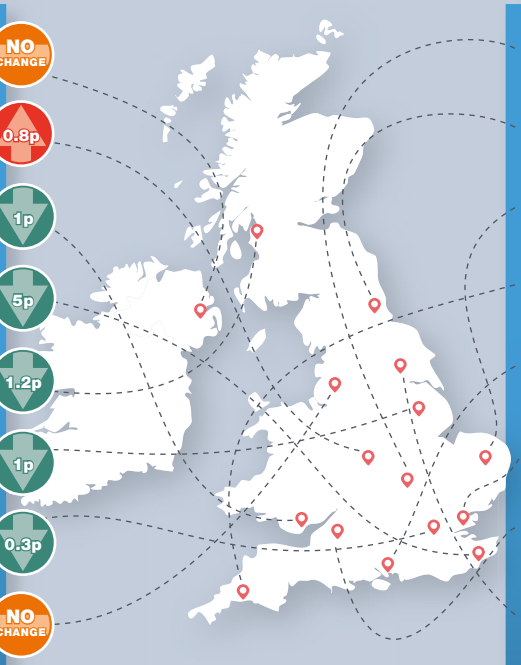
FUEL PRICES

With the cost of fuel making up a significant part of a car's running costs, EcoCar researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles.

BELFAST	TESCO	114.9	NO CHANGE
BIRMINGHAM	ASDA	112.7	▲ 0.8p
CARDIFF	ASDA	112.7	▼ 1p
DOVER	TESCO	111.9	▼ 5p
GLASGOW	ASDA	112.7	▼ 1.2p
LINCOLN	ASDA	112.7	▼ 1p
LONDON (WEST END)	ASDA	112.6	▼ 0.3p
MANCHESTER	SAINSBURY'S	110.9	NO CHANGE
MILTON KEYNES	MORRISONS	113.9	▼ 0.8p
NEWCASTLE UPON TIME	ASDA	112.7	▼ 1.2p
NORWICH	MORRISONS	112.7	▼ 2p
PLYMOUTH	ASDA	112.7	▼ 1p
PORTSMOUTH	ASDA	112.7	▼ 2p
SOUTHEND-ON-SEA	GULF	112.9	▼ 2p
SWINDON	ASDA	112.7	▼ 1p
YORK	ASDA	112.7	▼ 1p



PRICES CORRECT AS AT 14TH AUGUST 2015

WHAT'S NEW

CITROËN

New special editions of the C1 city car have been announced by Citroën, with Feel Edition Sunrise and Feel Edition Lagoon versions of the open-top Airscape models announced. Priced identically at £11,795, each version is powered by the 80bhp 1.2-litre three-cylinder PureTech petrol engine, and comes with five-doors and an electrically opening fabric roof. Standard equipment includes 15-inch alloy wheels, air conditioning, electric front windows, DAB digital radio, Bluetooth mobile phone connectivity, remote central locking and LED daytime running lights, as well as six airbags, hill-start assist and rear Isofix child safety seat fasteners. Sunrise editions feature a zebra-print B-pillar sticker, a bright red dashboard appliqué, gear lever surround and air vents, while Lagoon versions adopt a unique blue B-pillar treatment, lagoon blue coloured dashboard appliqués, and the same colour for the gear lever and air vent surrounds. The new models are available to order now, with the first examples arriving in showrooms soon.

NISSAN

A re-arrangement of the Micra range has seen Nissan cut prices and add a new n-tec model into the mix. The cheapest sub-100g/km Micra is now priced at £11,390 in Visia 1.2 DIG-S specification, down £655 compared to before, with all other editions dropping by £330. The shift in pricing means that there is now room for a new model in the line-up, which is positioned between the Acenta and Tekna trim levels. Costing £13,500 for the 1.2 DIG-S engine, and representing a £785 price hike compared to the Acenta model, the new n-tec edition boasts the addition of satellite navigation as standard. The new Micra n-tec is available to order now, with the first examples set to arrive at Nissan dealers soon.

PRIC£ CHANG£$

TOYOTA

The cost of buying a Toyota Aygo is now more expensive, with each of the 19-model range now costing an extra £150. It means that the cheapest Aygo x 1.0 VVT-i three-door hatchback is priced at £8,845, where previously it was £8,695, while at the top-of-the-range, the Aygo x-clusive 1.0 VVT-i x-shift now costs £12,645, previously £12,495. The costliest model is now the x-pression with x-wave roof and x-shift transmission, which is priced at £13,240.

GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.

Audi A8 L Hybrid 2.0 TFSI Auto
Citroën C1 Airscape Feel Edition PureTech 82 5-door
Nissan Leaf Visia+

Ford Focus Style 1.0T EcoBoost

Price	£17,945
Made in	Saarlouis, Germany
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	999cc, 3–cylinder, 12–valve, turbocharged petrol with stop–start
Transmission	5–speed manual
Power output	99bhp @ 6,000rpm
Maximum torque	125lb ft @ 1,400rpm
Top speed/0–62mph	115mph/12.5 secs
CO_2 emissions (tax band)	99g/km (A) Euro 6
Economy (urban/extra urban/combined)	51.4/78.5/65.7mpg
Fuel tank size/total range	55 litres/795 miles
Insurance group/BIK rate	11/14%

Size (length/width with mirrors)	4,360/2,010mm
Boot space (7/5/2–seats)	316/1,215 litres
Kerb/max towing weight	1,276/400kg
Euro NCAP safety rating	★★★★★ (pre–facelift tested)
EcoCar rating	★★★★☆

What's Hot	Best in class for driving experience, with ride comfort that is excellent. Quiet engine. Low CO_2 and good economy. Comfortable cabin with lots of oddment space.
What's Not	Boot smaller than rivals. Too much road and tyre noise. Only available in one basic specification. We would like to see a six–speed gearbox fitted.
Also consider	Vauxhall Astra Design 1.0i Turbo ecoFLEX, Volkswagen Golf Match BlueMotion 1.0 TSI

It's no secret that we're big fans of the Ford Focus in diesel guise, with it grabbing the best medium car gong in our annual car of the year awards just a few months ago. But what is it like when fitted with the three-cylinder 1.0-litre EcoBoost turbocharged petrol engine, developing a mere 99g/km of CO_2 and capable of 65.7mpg? We find out as we test it in lowly Style trim, the only equipment level on offer. The Focus also wins the title of being the first sub-100g/km medium petrol car to go on sale in the UK, having first arrived in pre-facelift guise in April last year. But the Blue Oval-badged car won't have the market to itself for long, with the Volkswagen Golf and the upcoming Vauxhall Astra both featuring similarly turbocharged 1.0-litre petrol engines with CO_2 emissions that duck under the crucial 100g/km barrier.

Diesel owners looking to switch will immediately notice the absence of the burst of torque that is normally available, with power from this 99bhp turbocharged petrol engine distinctly pedestrian. It's more than adequate around town, but if you want to overtake quickly you'll need to change down a cog or two to gain extra pace. Even with your foot to the floor, the sound from the engine is hushed, with a vague off-balance three-cylinder thrum that's actually quite pleasant. You're more likely to be concerned by the racket that the tyres make, with road noise intrusive, and a light fluffing from the wind up front. Ford have a great reputation for driving prowess, and this Focus is no different. It is fun to drive thanks to communicative, agile steering, top-notch body control and lots of grip. Body lean is nicely controlled and the ride comfort is sublime, smoothing out poor road surfaces and potholes. The five-speed gearbox is smooth with a positive action, but we would just prefer that there was an extra cog.

Despite our test Focus being close to the bottom of the range, the cabin is still attractively styled and nicely kitted out. Squidgy soft-touch plastics for the door and dashboard tops are combined with decent finishes to the centre console, with all of them feeling solid and long lasting. The thick rimmed steering wheel may not be finished in leather, but it still feels chunky and nice to hold. The screen for the audio system and optional satellite navigation is nicely positioned, ensuring that you don't have to take your eyes off the road for long to view it. There's plenty of adjustment to both the seats and steering wheel to gain a good driving position, and nicely bolstered chairs give decent support. Up front there's a generous amount of headroom, and we would describe the space for passengers in the back as merely alright, with some rivals offering extra knee and foot room. Average height passengers will have nothing to grumble about, either, with head space up to class standards. Moving to the boot, and there's a good flat space that appears to be nicely proportioned, but a check upon the raw figures suggests that both the Volkswagen Golf at 380 litres, and Peugeot 308 (470 litres) trump the Focus, though the gap narrows once the seats are tumbled down. Oddment space is well provided for in the Ford, however, with good-sized door pockets, a decent glovebox and a handy tray in front of the gear lever, as well as plentiful storage located between the two seats amongst the cupholders.

Infiniti Q70 Premium Tech Hybrid Auto

Price	£47,350
Made in	Tochigi, Japan
Configuration	4–door saloon, 5–seats, rear–wheel–drive
Drivetrain	3498cc, V6, 24–valve, petrol with electric motor
Transmission	7–speed automatic
Power output (engine)	302bhp @ 6,800rpm
Power output (electric motor)	67bhp
Power output (combined)	359bhp
Maximum torque (engine)	258lb ft @ 5,000rpm
Maximum torque (electric motor)	199lb ft
Top speed/0–62mph	153mph/5.3 secs
CO2 emissions (tax band)	145g/km (F) Euro 5
Economy (urban/extra urban/combined)	32.5/53.3/45.6mpg
Fuel tank size/total range	70 litres/702 miles
Insurance group/BIK rate	43/24%
Size (length/width with mirrors)	4,980/2,096mm
Boot space	350 litres
Kerb/max towing weight	1,920/1,500kg
Euro NCAP safety rating	Not yet tested
EcoCar rating	★★★☆☆

Since Infiniti began sponsoring the Red Bull Racing team, the profile of the Japanese luxury firm has been on the up and up. Sales figures almost doubled last year, and that is no doubt attributable to its new BMW 3 Series competitor, the Q50. And with the imminent release of the new Audi A3-rivalling Q30 at the Frankfurt motor show later this month, it is hoped that awareness of the brand, together with its sales figures, will go skywards. Here we test one of the lesser known models from the range, the Q70, which was previously known as the M35h before it was facelifted, and in turn adopted Infiniti's new naming policy.

The heavily sculptured cabin is quite a shock at first, with strangely coloured, but highly appealing appliqués lifting the cabin enormously. The sumptuously appointed seats, both front and rear, are more akin to armchairs, and deliver huge levels of comfort, and adding to the appeal of this long distance mile muncher. The beautifully ornate analogue clock sits prominently on the dashboard, flanked by the perfectly positioned satellite navigation screen. It's an easy to use system that combines a mixture of touchscreen and button pressing functionality. Disappointingly a few downmarket Nissan controls have found their way into the Q70, but we're convinced that apart from road testers and the odd Infiniti anorak, we doubt that buyers will actually recognise them. Even with the sunroof fitted there's plenty of headroom up front, and space in the rear is more than enough, though a bulky transmission tunnel running through the cabin means that the rear bench seat is more suited to two passengers rather than three. Moving to the boot, the hybrid paraphernalia takes its toll, reducing the amount of space by 100 litres, and down to an awkwardly small 350 litres. And it isn't as if you can fold down the rear seats to gain more space, as they are fixed in place. Oddment space is limited too, with small door pockets, a tiny cubby hole next to the gear lever, and a pair of cupholders to store items, though thankfully the glovebox is generously proportioned.

What's Hot	Enormously quick. Comfortable ride. Silky V6 engine. Interestingly different cabin with lovely ornate analogue clock. Quality materials and cossetting seats. Roomy both front and back. Decent frugality considering the performance on offer.
What's Not	Boot space reduced by 100 litres due to the hybrid gubbins. Diesel buyers pay less company car tax. Foot operated park brake is clumsy. Steering feels too imprecise at motorway speeds. Transmission tunnel limits rear space for a third passenger. Pricey.
Also consider	BMW ActiveHybrid5 Luxury, Mercedes–Benz E 300 BlueTec Hybrid SE

Powered by the combination of a 3.5-litre V6 petrol engine and electric motor, performance is electrifying, literally. And aside from the predictable pun, squeeze the throttle and you'll find yourself catapulted down the road. The V6 unit is silky in every way, and the transition between electric motor and combustion engine is seamless. It's eerily silent when operating solely using the batteries, aided by an almost total absence of wind and tyre noise, at all speeds. The rather abrupt regenerative braking takes some getting used to at first, but gauge it will and you'll find that you can use it to your advantage to aid fuel economy, as well as avoiding the use of the brakes. There's no getting away that this is a great hulk of a car, and it responds with barge-like tendencies, not helped by the steering set-up that feels imprecise at higher speeds. But around town, it feels nicely weighted, aiding manoeuvrability. One of the best attributes of the Q70 is the smooth, comfortable ride that soaks up all but the deepest and worst potholes with real aplomb. EC

BLAST FROM THE PAST

With diesel power in the bad books in some quarters, maybe it's time to give LPG another chance. We tell you all you need to know about LPG fuel.

You must have had your head firmly buried in the Sahara not to have noticed the growing support for the anti-diesel brigade. And while the latest Euro-5 and Euro-6 compliant diesels have cleaned up their act thanks to the fitment of diesel particulate filters, it's no surprise that environmentalists are pointing their green fingers towards older diesel cars. We've discussed the rights and wrongs of this in other features, but for those unable to afford to change to a newer diesel car because of a lack of funds, and petrol power not delivering the kind of economy figures that are needed, it leaves owners, particularly high-mileage users, in a catch-22 situation.

The acronym LPG may well sound like a blast from the past, but there's a campaign to get those three little letters onto the lips of every motorist. It stands for Liquid Petroleum Gas and gained some popularity in the 90s and early 2000s thanks to Government grants and the backing of some car manufacturers. But the practice of converting cars to run on the gas had virtually died out, however, the leading supplier of the fuel, Autogas, is hoping to re-ignite interest, citing environmental benefits and cost savings as the reasons why motorists should give LPG another look.

WHAT IS LPG?

LPG is short for Liquid Petroleum Gas, or Liquefied Petroleum Gas, and in car use, acts as a supplementary power supply alongside traditional methods of propulsion like a petrol engine. It's a fossil fuel that is closely linked to oil, with around two thirds of LPG extracted directly from the Earth in the same way that natural gas is, while the remainder is manufactured indirectly from crude oil. Although LPG cars are relatively rare in the UK, it is estimated that around six million vehicles are run on the fuel across Europe.

HOW MUCH DOES LPG COST TO BUY?

At current rates, LPG Autogas is just over half the price of petrol or diesel, costing around the 60 pence per litre mark. This compares to an average of £1.15 per litre for both petrol and diesel right now, so the savings make an LPG car attractive.

WHERE CAN I BUY IT?

There are around 1,400 filling stations that sell LPG up and down the country. For example, one in four Shell service stations sell it, and Autogas estimates that drivers are never more than five miles away from a garage that sells LPG.

CAN ANY MAKE AND MODEL OF CAR BE CONVERTED?

Almost all four-stroke petrol engines can be converted to run on LPG, including turbocharged engines, but it's best to ask a specialist to make sure before you get it done. Because LPG gives less upper cylinder lubrication than petrol, in some isolated cases, LPG cars can suffer from valve wear if they aren't modified correctly. Similarly, there have been reports of injector problems, so make sure that the company carrying out the conversion knows what they are doing.

WHAT ABOUT CONVERTING A BRAND NEW CAR?

There's no reason why you shouldn't, but be aware that the manufacturer's warranty will be invalidated, so you might want to wait until it has ended before arranging the conversion to LPG.

DO ANY CAR MAKERS SELL BRAND NEW CARS ALREADY CONVERTED?

There aren't any factory conversions available at the moment, though early in the new millennium, Proton used to sell factory approved versions of the GEN-2 saloon and hatchback. Ford also sold dual-fuel versions of the Focus and Mondeo, as did MG Rover and Vauxhall.

HOW MUCH WILL IT COST?

A conversion carried out by an LPG specialist will cost anything up to £1,500 for a quality installation. It isn't a quick and easy job, and so will typically take a few days for installation, calibration and road testing.

Autogas currently have five approved installers, with more joining the scheme all the time. Apart from the obvious LPG fuel tank, the installation includes pipework, injectors and an electronic control unit (ECU).

HOW DOES IT WORK?

A tank of LPG is located in the boot, though the car will always initially start up solely using petrol power, and as the engine warms through, it will switch over to the LPG fuel. You shouldn't be able to detect any difference between the two power sources, though a light on the LPG information box will indicate which method of propulsion is being utilised at any given time.

HOW MUCH WILL I SAVE BY CONVERTING TO LPG?

The answer to this question is very much like how long is a piece of string? It is going to depend on your mileage and usage as to how quickly you can recoup your investment. The higher the mileage you travel each year, the quicker you'll get your money back. But if you only do a few miles to the local shops and back each week, it could take many years to get your money back.

Using the Autogas test Focus as an example, we managed, on average, 35mpg, in mixed motoring while running solely on petrol power. So for a motorist covering an average mileage of 12,000 miles, at current rates, it will cost £1,792 per annum in fuel for a regular Focus without the LPG conversion. But a driver running a similar car once converted to LPG, assuming a worst case scenario of 28mpg while running on

gas, and an estimated ten per cent usage of petrol for warming through and start-up, and the same 12,000 miles per year, the fuel bills will tumble to just £1,169 for LPG, and £179 for the petrol element, making a grand total of £1,348. This represents a saving in fuel of £444 per annum, and taking a little over three years to recoup the investment in conversion costs.

By contrast, a high mileage user covering 20,000 miles a year, would spend £2,987 per year on petrol, but £2,247 on combined LPG and petrol, saving £740 per annum, and paying off the conversion costs in around two years. To recoup the conversion costs in one year, a motorist would need to be travelling 40,000 miles per annum.

These savings, of course, can be enhanced by driving with a lighter right foot, and employing economy driving methods, while driving unsympathetically and in an uneconomical way will no doubt increase fuel consumption and prolong the length of time that it will take to recover the costs of the conversion.

WHY IS LPG CHEAPER TO BUY?

Part of the lower cost is accounted for by the much lower rate of duty that the Government levies on LPG compared to petrol and diesel fuels. The Government has also confirmed that LPG will remain considerably cheaper than conventional fuels until 2024.

WHAT HAPPENS IF I RUN OUT OF GAS?

Don't forget that even if you convert your car to run on LPG, you will still have the conventional combustion engine, too, so if you run out of gas, the system will automatically switch back to petrol power.

Once you have refilled the tank, sensors will detect this, and the car will once more run on LPG fuel. Keeping any eye on the levels will ensure that you never run too low.

HOW EASY IS IT TO FILL UP WITH LPG?

Our test Focus had a separate filler for LPG located on the back bumper, away from the normal filler for petrol. After removing the plastic filler cap, the nozzle of the LPG pump has to be positively located in the aperture. A bayonet fitting ensures that it fits tightly, and should it not be attached securely, an automatic cut-off switch ensures that no gas is delivered. Filling up is the same as with a conventionally powered car in that you squeeze the lever to deliver the fuel until it either clicks off automatically when full, or you have reached the amount that you want to spend. You can stop delivery by releasing the lever at any time. Once filled up, the procedure is reversed, and the pump can then be returned to its holster.

APART FROM THE COST SAVINGS, ARE THERE ANY ENVIRONMENTAL BENEFITS?

Independent tests suggest that the CO_2 emissions when running on gas power are around 10 to 15 per cent lower than when using petrol, while harmful Nitrous Oxides (NO_x) are approximately 80 per cent less than diesel engines, and several times better than petrol power.

WHAT ARE THE DRAWBACKS?

Owners of LPG fuelled cars are unable to use the Eurotunnel to get to France, as this type of vehicle propulsion is banned by the operators of the Channel Tunnel at Folkestone due to safety concerns. Owners will need to use a cross-channel ferry instead, with routes close by from Dover to Calais.

Normally the LPG tank will sit in the spare wheel well in the boot of the car, so unless you can store one separately in the boot, you'll need to forego carrying a spare wheel. Instead you'll need to rely on breakdown services, or a tyre repair kit. If your car doesn't have a spare wheel well, then a cylinder tank will need to be fitted, which will impede the amount of luggage space on offer.

ISN'T AN LPG CAR MORE DANGEROUS IN A CRASH?

No, because an LPG tank is significantly stronger than that of a petrol or diesel tank, because it is designed to hold the gas at pressure. This alone means that the tank has to be made of a much thicker gauge material, and is therefore stronger in the event of a crash. Fuel cut-off switches activate in the event of an impact, and even

LIVING WITH AN LPG FOCUS

Readers will already know what fans we are of the latest Focus, and so we won't repeat the virtues here. Had our test car not been decked out in eye-catching Autogas branding, there's very few clues as to the source of power under the bonnet, looking just like any other pre-facelift Focus Zetec-S with a 180bhp 1.6-litre EcoBoost petrol engine. The eagle-eyed will notice a circular socket at wheel height on the driver's side rear bumper, but otherwise it is remarkably standard.

Open the boot and again there are few clues, until of course you hunt around for the spare wheel. Lift up the boot carpet and in place of a tyre, there's an LPG tank of around 51-litres. It doesn't encroach too much on the cargo carrying capacity, losing around an inch in height, and remaining similar to any petrol or diesel powered Ford. In the event of an emergency, drivers will need to rely upon a tyre repair kit, which isn't ideal, or join a breakdown service. High mileage users may want to go one step further and keep a space-saver spare wheel in the boot, but bear in mind that it will eat into the available space.

Sat in the driver's seat and once again, everything appears remarkably normal, that is apart from a small cube-like box mounted alongside the gear lever and by the handbrake. Not only does it act as a fuel gauge for the LPG tank, it also indicates whether the car is running on petrol or LPG, while the traditional meter in the instrument cluster reminds you of how much petrol is left in the conventional fuel tank.

From cold, the system always defaults to petrol power first, and as the car warms through, it will switch over to the LPG supply. You'll notice that while this is happening there's a distant fluttering and hesitation when accelerating, but this eventually disappears. Performance is as you would expect from a 180bhp turbocharged petrol engine, with punchy response and sub-nine second acceleration to 62mph. You'll need to bear in mind that you won't get the same miles per gallon with LPG as you will with petrol, due to its lower energy density, with results of 15 to 20 per cent less to be expected in normal use. During out tests, we managed a little over 35mpg when solely using petrol, which translates into a figure of 28 to 31mpg when running using LPG.

"The acronym LPG may well sound like a blast from the past, but there's a campaign to get those three little letters onto the lips of every motorist.

if hoses are severed, there are systems in place so that the fuel cannot escape. So in fact the LPG tank is actually much safer than that of conventional fuels.

DO I NEED TO TELL MY INSURANCE COMPANY?

Without doubt, yes. Any modification that is made to your car that means that it is no longer standard must be reported to your insurance company. Some will impose an increase in premium, while others will not, so shop around for the best price.

WILL IT MAKE MY CAR EASIER TO SELL FURTHER DOWN THE LINE?

While some buyers will undoubtedly value an LPG conversion, you'll also get an equal number of buyers that will be scared off, too. Make sure that you keep any receipts associated with the conversion, so that you can prove that it has been fitted by a well-respected specialist.

THE BIG TEST INDEX

Ever thought about which car makers produce a great range of cars, and the ones that need to try harder? Wonder no more, as we look back at every car that we've tested since Diesel Car was reborn in April 2010.

Our tests have always delivered a definitive verdict and star rating out of five, and here we have compiled all of these results to deliver this handy at-a-glance test index. Expressed as a percentage, the average test rating even includes all of the star ratings from tests in this issue. Any car maker above that level is doing well, producing cars that are better than average, while those that fall below have some work to do to catch up. Each month as we test more and more cars, these results will alter and evolve, with car makers rising and falling, and reflecting the ever changing standards within the car industry.

HOW THE PERCENTAGES RELATE TO OUR STAR RATINGS THIS MONTH	
100%	5 star rating
90%	4.5 star rating
80%	4 star rating
70%	3.5 star rating
60%	3 star rating
50%	2.5 star rating
40%	2 star rating
30%	1.5 star rating
20%	1 star rating
10%	0.5 star rating

PLACING	CAR MAKER	% RATING
1	Jaguar	91.00
2	Tesla	90.00
3	Ford	84.22
4	Land Rover	83.89
5	BMW	83.85
6	Porsche	82.86
7	Audi	82.75
8	Skoda	82.56
9	MINI	82.11
10	Volkswagen	81.45
11	Mazda	80.42
12	Peugeot	79.84
13=	Kia	79.17
13=	SEAT	79.17
15	Citroën	78.29
16=	Mercedes-Benz	77.06
17=	Volvo	76.67
17=	DS Automobiles	76.67
19	Honda	75.65
20	Hyundai	75.36
21	Vauxhall	75.00
	DieselCar Average test rating – 74.82%	
22	Nissan	74.81
23	Renault	74.69
24	Maserati	73.33
25	Dacia	71.67
26	Lexus	71.11
27	Infiniti	70.83
28	Alfa Romeo	70.71
29	Fiat	70.42
30=	Isuzu	70.00
30=	smart	70.00
30=	Suzuki	70.00
33	Toyota	67.41
34	Subaru	67.00
35	Mitsubishi	66.67
36	Jeep	66.15
37=	Great Wall	60.00
37=	Chrysler	60.00
37=	SsangYong	60.00
37=	MG	60.00

DATAFILESKEY

VED BANDS – EFFECTIVE FROM 1ST APRIL 2015

The need to display a tax disc may have been abolished, but you still need to pay an annual fee to the Government. Called Vehicle Excise Duty, or VED for short, this handy table will tell you how much you need to pay. The rates for cars registered after March 2001 will depend on the CO_2 emissions of the vehicle, with the same amount due for both petrol and diesel power, though hybrid vehicles receive a £10 discount each year. All vehicles that manage to emit 100g/km or less cost nothing to tax, whereas a diesel or petrol powered car emitting 169g/km of CO_2 will cost £295 in the first year, and £205 for each subsequent year, compared to a hybrid vehicle that will cost £285 and £195 per annum, respectively.

	CO_2 EMISSIONS	1st Year rate 2015/2016	Standard rate 2015/2016
A	Up to 100	0	0
B	101 - 110	0	20
C	111 - 120	0	30
D	121 - 130	0	110
E	131 - 140	130	130
F	141 - 150	145	145
G	151 - 165	180	180
H	166 - 175	295	205
I	176 - 185	350	225
J	186 - 200	490	265
K	201 - 225	640	290
L	226 - 255	870	490
M	256 and over	1100	505

* For cars registered between March 2001 and March 2006, a maximum charge of band K applies.

JARGON BUSTER

DSG, PowerShift and S tronic are all names given by car makers to describe their twin-clutch automatic transmissions, in the same way that Dualogic, EGC, EGS and ETG are terms for automated manual transmissions.

Airdream, Blue Drive, BlueHDi, BlueEfficiency, BlueMotion Technology (BMT), ecoFLEX, Ecomotive, ECOnetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by the car makers to describe their most eco-friendliest technology. These models will typically offer better fuel economy and lower CO_2 emissions than other models in the line-up.

DPF = Diesel particulate filter
EGR = Exhaust gas recirculation
EURO 6 = The emissions regulations that the vehicle is governed by
N/A = The data was unavailable as we went to press
S/S = Stop-start technology
SCR = Selective catalyst reduction
ST = Sport Tourer or Sports Tourer
SW = Sportwagon or Sportswagon
TBA = The information was not available as we went to press

POWER

The power tab identifies the kind of propulsion you'll find under the bonnet of the vehicle. In these data files, you will find information on the most eco-friendly vehicles, with all diesel vehicles, as well as pure electric, petrol and diesel hybrids and sub-100g/km CO_2 petrol cars listed in our tables.

D Diesel
DE Diesel electric hybrid
E Electric
H Hydrogen fuel-cell
P Petrol
PE Petrol electric hybrid

COMPANY CAR TAX BENEFIT-IN-KIND (BIK) RATES 2015/2016

If your employer provides you with a company car, it is treated as a perk in the eyes of Her Majesty's Revenue and Customs (HMRC) and you will be taxed accordingly. This is called Benefit-in-Kind (BIK) taxation, and the amount you pay is dependent upon the P11D cost of the car, which is equal to the list price of the vehicle, including any optional extras you choose, minus the vehicle excise duty and first registration fee. You are then liable to pay a percentage of the P11D cost to HMRC, dependent upon the CO_2 emissions that the vehicle emits. This table will tell you the percentage rate that you'll need to pay. Currently, diesel vehicles are penalised with a three per cent surcharge, however, that is due to end from the 2016/2017 tax year, providing the car meets the Euro 6 emissions regulations. Interestingly, diesel hybrids don't receive the penalty, with company car tax rates in line with petrol cars, making them a good bet for minimising tax bills.

BIK Tax	Petrol/Hybrid	Diesel
	2015/2016	
0 to 50	5	8
51 to 75	9	12
76 to 94	13	16
95 to 99	14	17
100 to 104	15	18
105 to 109	16	19
110 to 114	17	20
115 to 119	18	21
120 to 124	19	22
125 to 129	20	23
130 to 134	21	24
135 to 139	22	25
140 to 144	23	26
145 to 149	24	27
150 to 154	25	28
155 to 159	26	29
160 to 164	27	30
165 to 169	28	31
170 to 174	29	32
175 to 179	30	33
180 to 184	31	34
185 to 189	32	35
190 to 194	33	36
195 to 199	34	37
200 to 204	35	37
205 to 209	36	37
Over 210	37	37

ISSUE TESTED

The issue number is inserted if the model has been driven by the Diesel Car test team.

LIST PRICE

This is the total cost of the vehicle, including VAT, delivery charges and the first year vehicle excise duty, if applicable. Any Government subsidies, like the plug-in car grant, have already been deducted within our tables.

TRADE-IN VALUE

The value is based upon the car being traded into a car dealer after three years and 36,000 miles and the condition of the car is excellent.

COMBINED MPG

This is the official fuel economy figure released by the car manufacturer. This figure is achieved in optimum conditions and therefore it is rare that an owner will be able to actually attain this figure. If the vehicle is electric, the figure in brackets is the maximum range in miles quoted by the manufacturer, again under optimum conditions.

ALFA ROMEO

UK dealers: 60 **Warranty:** 3 years/Unlimited mileage **Servicing:** 21,000miles (TwinAir 18,000miles)

MiTo

Rating ★★★☆☆

Beating MINI price-wise for kit, the pocket Alfa's a hoot to drive and offers great road presence, if not quite as accomplished.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	0.9 TB TwinAir Progression	-	3	13860	5544	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir Junior	-	3	14960	5984	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir Distinctive	-	3	16160	6464	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir QV Line	-	3	16910	6764	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
D	1.3 JTDM-2 Progression	-	3	14405	6050	5-M	11	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.3 JTDM-2 Junior	-	3	15505	6512	5-M	12	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.3 JTDM-2 Distinctive	-	3	16745	7033	5-M	11	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.6 JTDM-2 Distinctive	-	3	17910	7522	6-M	19	123	9.9	65.7	112	1598	118/3750	-	236/1750	-	1205	1000
D	1.6 JTDM-2 QV Line	-	3	18660	7837	6-M	24	123	9.9	65.7	112	1598	118/3750	-	236/1750	-	1205	1000

Giulietta

Rating ★★★½☆

Stylish alternative, with enough gusto and a smattering of class to compete in the medium car sector.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 JTDM-2 Progression	-	5	19500	7410	6-M	tba	121	10.0	74.3	99	1598	118/3750	-	236/1750	-	1310	tba
D	1.6 JTDM-2 Business Edition	-	5	19080	7250	6-M	tba	121	10.0	74.3	99	1598	118/3750	-	236/1750	-	1310	tba
D	1.6 JTDM-2 Distinctive	-	5	20750	7885	6-M	tba	121	10.0	74.3	99	1598	118/3750	-	236/1750	-	1310	tba
D	1.6 JTDM-2 Exclusive	-	5	22500	8550	6-M	tba	121	10.0	74.3	99	1598	118/3750	-	236/1750	-	1310	tba
D	2.0 JTDM-2 Business Edition	-	5	20380	7744	6-M	23	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Distinctive	-	5	21930	8333	6-M	23	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Exclusive	-	5	23680	8998	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 QV Line	-	5	25430	9663	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Business Edition TCT Auto	-	5	22540	8114	6-A	22	136	7.8	65.7	113	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 Exclusive TCT Auto	334	5	25840	9302	6-A	24	136	7.8	65.7	113	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 QV Line TCT Auto	-	5	27590	9932	6-A	23	136	7.8	65.7	113	1956	172/3750	-	258/1750	-	1335	1300

AUDI

UK dealers: 116 **Warranty:** 3 years/60,000 miles **Servicing:** Variable schedule

New A1

Rating ★★★★☆

Audi attempts to woo MINI buyers, with a more spacious rival that is good to drive, frugal and refined.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 TFSI	-	3	14355	9187	5-M	15	116	10.9	67.3	97	999	94/5000	-	118/1500	-	1035	1000
D	SE 1.6 TDI	-	3	15430	9875	5-M	19	124	9.4	80.7	92	1598	114/3500	-	184/1500	-	1150	1200
D	SE 1.6 TDI Auto	-	3	16970	10861	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
P	Sport 1.0 TFSI	-	3	16330	10451	5-M	15	116	10.9	67.3	97	999	94/5000	-	118/1500	-	1035	1000
D	Sport 1.6 TDI	-	3	17405	11139	5-M	19	124	9.4	80.7	92	1598	114/3500	-	184/1500	-	1150	1200
D	Sport 1.6 TDI Auto	-	3	18945	12125	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
D	S line 1.6 TDI	-	3	19400	12416	5-M	19	124	9.4	80.7	93	1598	114/3500	-	184/1500	-	1150	1200
D	S line 1.6 TDI Auto	-	3	20940	13402	7-A	19	124	9.4	76.3	98	1598	114/3500	-	184/1500	-	1175	1200
P	Sportback SE 1.0 TFSI	-	3	14975	9285	5-M	15	116	11.1	67.3	97	999	94/5000	-	118/1500	-	1060	1000
D	Sportback SE 1.6 TDI	-	3	16050	9951	5-M	19	124	9.5	80.7	92	1598	114/3500	-	184/1500	-	1175	1200
D	Sportback SE 1.6 TDI Auto	-	3	17590	10906	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1200	1200
P	Sportback Sport 1.0 TFSI	-	3	16950	10509	5-M	15	116	11.1	67.3	97	999	94/5000	-	118/1500	-	1060	1000
D	Sportback Sport 1.6 TDI	-	3	18025	11176	5-M	19	124	9.5	80.7	92	1598	114/3500	-	184/1500	-	1175	1200
D	Sportback Sport 1.6 TDI Auto	-	3	19565	12130	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1200	1200
D	Sportback S line 1.6 TDI	-	3	20020	12412	5-M	19	124	9.5	80.7	93	1598	114/3500	-	184/1500	-	1175	1200
D	Sportback S line 1.6 TDI Auto	-	3	21560	13367	7-A	19	124	9.4	76.3	98	1598	114/3500	-	184/1500	-	1200	1200

A3

LONG TERM TEST

Rating ★★★★½

Superb use of the VW parts bin to create the pick of the crop in the premium medium car segment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.6 TDI ultra	-	3	20865	11267	6-M	tba	124	10.5	83.1	89	1598	108/3200	-	184/1500	-	1180	1000
D	SE 1.6 TDI Auto	-	3	22345	12066	7-A	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1250	1500
D	SE 2.0 TDI	-	3	22215	12885	6-M	21	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	SE 2.0 TDI Auto	-	3	23695	13743	6-A	21	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	SE Technik 1.6 TDI ultra	-	3	21615	11672	6-M	tba	124	10.5	83.1	89	1598	108/3200	-	184/1500	-	1180	1000
D	SE Technik 1.6 TDI Auto	-	3	23095	12471	7-A	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1250	1500
D	SE Technik 2.0 TDI	-	3	22965	13320	6-M	23	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	SE Technik 2.0 TDI Auto	-	3	24445	14178	6-A	23	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	Sport 1.6 TDI	-	3	22265	12023	6-M	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1230	1500
D	Sport 1.6 TDI Auto	-	3	23745	12822	7-A	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1250	1500
D	Sport 2.0 TDI	305	3	23615	13697	6-M	21	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	Sport 2.0 TDI Auto	-	3	25095	14555	6-A	21	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	Sport 2.0 TDI quattro	-	3	25045	14526	6-M	tba	133	8.2	58.9	125	1968	148/3500	-	251/1750	-	1355	1800
D	Sport 2.0 TDI	-	3	24885	14433	6-M	27	145	7.3	67.3	112	1968	181/3500	-	280/1750	-	1285	1600
D	Sport 2.0 TDI quattro Auto	-	3	27795	16121	6-A	26	143	6.8	58.9	127	1968	181/3500	-	280/1750	-	1390	1800
D	S line 1.6 TDI	-	3	24415	13184	6-M	18	124	10.5	68.9	107	1598	108/3200	-	184/1500	-	1230	1500
D	S line 1.6 TDI Auto	-	3	25895	13983	7-A	18	124	10.5	68.9	107	1598	108/3200	-	184/1500	-	1250	1500
D	S line 2.0 TDI	-	3	25765	14944	6-M	21	135	8.5	67.3	109	1968	148/3500	-	251/1750	-	1275	1600
D	S line 2.0 TDI Auto	-	3	27245	15802	6-A	21	135	8.2	61.4	121	1968	148/3500	-	251/1750	-	1295	1600
D	S line 2.0 TDI quattro	-	3	27195	15773	6-M	tba	133	8.2	57.6	125	1968	148/3500	-	251/1750	-	1355	1800
D	S line 2.0 TDI	-	3	27035	15680	6-M	28	145	7.3	65.7	112	1968	181/3500	-	280/1750	-	1285	1600
D	S line 2.0 TDI quattro Auto	-	3	29945	17368	6-A	26	143	6.8	57.6	127	1968	181/3500	-	280/1750	-	1390	1800
D	Sportback SE 1.6 TDI ultra	-	5	21485	11602	6-M	tba	124	10.7	83.1	89	1598	108/3200	-	184/1500	-	1205	1000
D	Sportback SE 1.6 TDI Auto	-	5	22965	12401	7-A	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1280	1000
D	Sportback SE 1.6 TDI quattro	-	5	22915	12374	6-M	tba	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1380	1500
D	Sportback SE 2.0 TDI	-	5	22835	13244	6-M	21	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback SE 2.0 TDI Auto	-	5	24315	14103	6-A	21	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback SE Technik 1.6 TDI ultra	-	5	22235	12007	6-M	tba	124	10.7	83.1	89	1598	108/3200	-	184/1500	-	1205	1000
D	Sportback SE Technik 1.6 TDI Auto	-	5	23715	12806	7-A	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1280	1000
D	Sportback SE Technik 2.0 TDI	-	5	23585	13679	6-M	23	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback SE Technik 2.0 TDI Auto	-	5	25065	14538	6-A	23	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback Sport 1.6 TDI	-	5	22885	12358	6-M	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1260	1000
D	Sportback Sport 1.6 TDI Auto	-	5	24365	13157	7-A	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1280	1000
D	Sportback Sport 1.6 TDI quattro	-	5	24315	13130	6-M	tba	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1380	1500
D	Sportback Sport 2.0 TDI	313	5	24235	14056	6-M	21	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback Sport 2.0 TDI Auto	-	5	25715	14915	6-A	21	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback Sport 2.0 TDI quattro	-	5	25665	14886	6-M	tba	133	8.3	58.9	125	1968	148/3500	-	251/1750	-	1385	1800
D	Sportback Sport 2.0 TDI	-	5	25505	14793	6-M	27	145	7.4	67.3	112	1968	181/3500	-	280/1750	-	1315	1600
D	Sportback Sport 2.0 TDI quattro Auto	-	5	28415	16481	6-A	26	143	6.9	58.9	127	1968	181/3500	-	280/1750	-	1420	1800
D	Sportback S line 1.6 TDI	-	5	25035	13519	6-M	18	124	10.7	68.9	107	1598	108/3200	-	184/1500	-	1260	1000
D	Sportback S line 1.6 TDI Auto	-	5	26515	14318	7-A	18	124	10.7	68.9	107	1598	108/3200	-	184/1500	-	1280	1000
D	Sportback S line 2.0 TDI	-	5	26385	15303	6-M	21	135	8.6	67.3	109	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback S line 2.0 TDI Auto	-	5	27865	16162	6-A	21	135	8.3	61.4	121	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback S line 2.0 TDI quattro	-	5	27815	16133	6-M	tba	133	8.3	57.6	127	1968	148/3500	-	251/1750	-	1385	1800
D	Sportback S line 2.0 TDI	-	5	27655	16040	6-M	28	145	7.4	65.7	114	1968	181/3500	-	280/1750	-	1315	1600
D	Sportback S line 2.0 TDI quattro Auto	-	5	30565	17728	6-A	26	143	6.9	57.6	129	1968	181/3500	-	280/1750	-	1420	1800
PE	Sportback e-tron 1.4 TFSI Auto	332	5	30340	17597	6-A	29	138	7.6	176.6	37	1395	148/5000	101	184/1600	243	1540	0
D	Saloon Sport 1.6 TDI	-	4	23435	12655	6-M	17	126	10.7	72.4	104	1598	108/3200	-	184/1500	-	1270	1500
D	Saloon Sport 1.6 TDI Auto	-	4	24915	13454	7-A	17	126	10.7	72.4	104	1598	108/3200	-	184/1500	-	1290	1500
D	Saloon Sport 1.6 TDI quattro	-	4	24865	13427	6-M	15	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1390	1500
D	Saloon Sport 2.0 TDI	-	4	24785	13384	6-M	23	139	8.6	68.9	107	1968	148/3500	-	251/1750	-	1315	1600
D	Saloon Sport 2.0 TDI Auto	-	4	26265	14183	6-A	23	139	8.3	62.8	118	1968	148/3500	-	251/1750	-	1320	1600
D	Saloon Sport 2.0 TDI quattro	-	4	26215	14156	6-M	23	136	8.3	58.9	125	1968	148/3500	-	251/1750	-	1395	1800
D	Saloon Sport 2.0 TDI	-	4	26055	14070	6-M	27	149	7.4	67.3	112	1968	181/3500	-	280/1750	-	1320	1600
D	Saloon Sport 2.0 TDI quattro Auto	-	4	28965	15641	6-A	26	147	6.9	58.9	127	1968	181/3500	-	280/1750	-	1430	1800
D	Saloon S line 1.6 TDI	-	4	25585	13816	6-M	18	126	10.7	70.6	106	1598	108/3200	-	184/1500	-	1270	1500
D	Saloon S line 1.6 TDI Auto	-	4	27065	14615	6-A	18	126	10.7	70.6	106	1598	108/3200	-	184/1500	-	1290	1500
D	Saloon S line 2.0 TDI	-	4	26935	14545	6-M	24	139	8.6	67.3	108	1968	148/3500	-	251/1750	-	1315	1600
D	Saloon S line 2.0 TDI Auto	-	4	28415	15344	6-A	24	139	8.3	61.4	120	1968	148/3500	-	251/1750	-	1320	1600
D	Saloon S line 2.0 TDI quattro	-	4	28365	15317	6-M	23	136	8.3	57.6	127	1968	148/3500	-	251/1750	-	1395	1800
D	Saloon S line 2.0 TDI	-	4	28205	15231	6-M	28	149	7.4	65.7	114	1968	181/3500	-	280/1750	-	1320	1600
D	Saloon S line 2.0 TDI quattro Auto	-	4	31115	16802	6-A	26	147	6.9	57.6	129	1968	181/3500	-	280/1750	-	1430	1800
D	Cabriolet SE 1.6 TDI	-	2	26225	13637	6-M	17	124	11.4	68.9	110	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet SE 2.0 TDI	-	2	27575	13788	6-M	24	139	8.9	65.7	113	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet SE 2.0 TDI Auto	-	2	29055	14528	6-A	24	139	8.8	60.1	124	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet Sport 1.6 TDI	-	2	27625	14365	6-M	18	124	11.4	68.9	110	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet Sport 2.0 TDI	-	2	28975	14488	6-M	25	139	8.9	65.7	113	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet Sport 2.0 TDI Auto	-	2	30455	15228	6-A	25	139	8.8	60.1	124	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet Sport 2.0 TDI quattro	-	2	30405	15203	6-M	25	136	8.8	57.6	129	1968	148/3500	-	251/1750	-	1540	1600
D	Cabriolet Sport 2.0 TDI	-	2	30245	15123	6-M	30	149	7.9	64.2	117	1968	181/3500	-	280/1750	-	1470	1600
D	Cabriolet Sport 2.0 TDI quattro Auto	-	2	33285	16643	6-A	30	147	7.6	56.5	132	1968	181/3500	-	280/1750	-	1590	1800
D	Cabriolet S line 1.6 TDI	-	2	29775	15483	6-M	20	124	11.4	67.3	112	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet S line 2.0 TDI	-	2	31125	15563	6-M	27	139	8.9	64.2	115	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet S line 2.0 TDI Auto	-	2	32605	16303	6-A	27	139	8.8	58.9	126	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet S line 2.0 TDI quattro	-	2	32685	16343	6-M	26	136	8.8	56.5	131	1968	148/3500	-	251/1750	-	1540	1600
D	Cabriolet S line 2.0 TDI	-	2	32395	16198	6-M	31	149	7.9	62.8	119	1968	181/3500	-	280/1750	-	1470	1600
D	Cabriolet S line 2.0 TDI quattro Auto	-	2	35435	17718	6-A	31	147	7.6	55.4	134	1968	181/3500	-	280/1750	-	1590	1800

A4

LONG TERM TEST

Rating ★★★★☆

Audi has refined its family car formula, resulting in space and style in buckets. It's replaced soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI ultra	-	4	28240	13555	6-M	22	133	9.3	68.9	108	1968	134/3000	-	236/1500	-	1540	1300
D	SE Technik 2.0 TDI ultra	-	4	29240	14035	6-M	23	133	9.3	68.9	108	1968	134/3000	-	236/1500	-	1540	1300
D	SE Technik 2.0 TDI Auto	-	4	30275	13927	8-A	23	130	9.1	58.9	127	1968	148/3250	-	236/1500	-	1575	1700
D	SE Technik 2.0 TDI ultra	330	4	29740	14275	6-M	27	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1540	1300
D	SE Technik 2.0 TDI	-	4	29740	14275	6-M	tba	149	7.7	60.1	124	1968	187/3800	-	295/1750	-	1540	1600
D	SE Technik 2.0 TDI Auto	-	4	31220	14986	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1575	1700
D	SE Technik 2.0 TDI quattro	-	4	31300	15650	6-M	tba	146	7.4	54.3	135	1968	187/3800	-	295/1750	-	1615	1600
D	SE Technik 2.0 TDI quattro Auto	-	4	32780	16390	7-A	tba	146	7.3	53.3	139	1968	187/3800	-	295/1750	-	1655	1700
D	S line Nav 2.0 TDI	-	4	30700	14122	6-M	tba	134	9.2	61.4	120	1968	148/3250	-	236/1500	-	1540	1600
D	S line Nav 2.0 TDI Auto	-	4	32180	14803	8-A	tba	130	9.1	58.9	127	1968	148/3250	-	236/1500	-	1575	1700
D	S line Nav 2.0 TDI ultra	-	4	31645	15190	6-M	tba	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1540	1300
D	S line Nav 2.0 TDI	-	4	31645	15190	6-M	tba	149	7.7	60.1	124	1968	187/3800	-	295/1750	-	1540	1600
D	S line Nav 2.0 TDI Auto	-	4	33125	15900	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1575	1700
D	S line Nav 2.0 TDI quattro	-	4	33205	16603	6-M	tba	146	7.4	54.3	135	1968	187/3800	-	295/1750	-	1615	1600
D	S line Nav 2.0 TDI quattro Auto	-	4	34685	17343	7-A	tba	146	7.3	53.3	139	1968	187/3800	-	295/1750	-	1655	1700
D	Black Edition Nav 2.0 TDI	-	4	32200	14812	6-M	tba	134	9.2	60.1	124	1968	148/3250	-	236/1500	-	1540	1600
D	Black Edition Nav 2.0 TDI Auto	-	4	33810	15553	8-A	tba	130	9.1	56.5	131	1968	148/3250	-	236/1500	-	1575	1700
D	Black Edition Nav 2.0 TDI	-	4	33145	15910	6-M	tba	149	7.7	57.6	129	1968	187/3800	-	295/1750	-	1540	1600
D	Black Edition Nav 2.0 TDI Auto	-	4	34755	16682	8-A	tba	143	7.8	56.5	131	1968	187/3800	-	295/1750	-	1575	1700
D	Black Edition Nav 2.0 TDI quattro	-	4	34705	17353	6-M	tba	146	7.4	52.3	140	1968	187/3800	-	295/1750	-	1615	1600
D	Black Edition Nav 2.0 TDI quattro Auto	-	4	36200	18100	7-A	tba	146	7.3	52.3	143	1968	187/3800	-	295/1750	-	1655	1700
D	Black Edition Nav 3.0 TDI quattro Auto	-	4	40220	19306	7-A	tba	155	5.9	45.6	162	2967	242/4000	-	428/1750	-	1730	1900
D	Avant SE 2.0 TDI ultra	-	5	29540	13588	6-M	22	129	9.6	65.7	113	1968	134/3000	-	236/1500	-	1595	1300
D	Avant SE Technik 2.0 TDI ultra	-	5	30540	14048	6-M	23	129	9.6	65.7	113	1968	134/3000	-	236/1500	-	1595	1300
D	Avant SE Technik 2.0 TDI Auto	-	5	31575	14525	8-A	23	124	9.5	56.5	130	1968	148/3250	-	236/1500	-	1630	1700
D	Avant SE Technik 2.0 TDI ultra	-	5	31040	14899	6-M	27	134	8.6	64.2	114	1968	161/3000	-	295/1750	-	1600	1300
D	Avant SE Technik 2.0 TDI	-	5	31170	15585	6-M	tba	144	7.9	56.5	131	1968	187/3800	-	295/1750	-	1595	1600
D	Avant SE Technik 2.0 TDI Auto	-	5	32650	16325	8-A	tba	138	8.3	56.5	131	1968	187/3800	-	295/1750	-	1630	1700
D	Avant SE Technik 2.0 TDI quattro	-	5	32600	16300	6-M	tba	142	7.6	53.3	139	1968	187/3800	-	295/1750	-	1655	1600
D	Avant SE Technik 2.0 TDI quattro Auto	-	5	34095	17048	7-A	tba	143	7.4	51.4	145	1968	187/3800	-	295/1750	-	1700	1700
D	Avant S line Nav 2.0 TDI	-	5	32000	14720	6-M	tba	129	9.5	58.9	125	1968	148/3250	-	236/1500	-	1595	1600
D	Avant S line Nav 2.0 TDI Auto	-	5	33480	15401	8-A	tba	124	9.5	56.5	130	1968	148/3250	-	236/1500	-	1630	1700
D	Avant S line Nav 2.0 TDI ultra	-	5	32945	15814	6-M	tba	134	8.6	64.2	114	1968	161/3000	-	295/1750	-	1600	1300
D	Avant S line Nav 2.0 TDI	-	5	33075	16538	6-M	tba	144	7.9	56.5	131	1968	187/3800	-	295/1750	-	1595	1600
D	Avant S line Nav 2.0 TDI Auto	-	5	34555	17278	8-A	tba	138	8.3	56.5	131	1968	187/3800	-	295/1750	-	1630	1700
D	Avant S line Nav 2.0 TDI quattro	-	5	34505	17253	6-M	tba	142	7.6	53.3	139	1968	187/3800	-	295/1750	-	1655	1600
D	Avant S line Nav 2.0 TDI quattro Auto	-	5	36000	18000	7-A	tba	143	7.4	51.4	145	1968	187/3800	-	295/1750	-	1700	1700
D	Avant Black Edition Nav 2.0 TDI	-	5	33500	15410	6-M	tba	129	9.5	57.6	129	1968	148/3250	-	236/1500	-	1595	1600
D	Avant Black Edition Nav 2.0 TDI Auto	-	5	35110	16151	8-A	tba	124	9.5	55.4	135	1968	148/3250	-	236/1500	-	1630	1700
D	Avant Black Edition Nav 2.0 TDI	-	5	34575	17288	6-M	tba	144	7.9	54.3	136	1968	187/3800	-	295/1750	-	1595	1600
D	Avant Black Edition Nav 2.0 TDI Auto	-	5	36055	18028	8-A	tba	138	8.3	55.4	136	1968	187/3800	-	295/1750	-	1630	1700
D	Avant Black Edition Nav 2.0 TDI quattro	-	5	36020	18010	6-M	tba	142	7.6	51.4	144	1968	187/3800	-	295/1750	-	1655	1600
D	Avant Black Edition Nav 2.0 TDI quattro Auto	-	5	37500	18750	7-A	tba	143	7.4	49.6	149	1968	187/3800	-	295/1750	-	1700	1700
D	Avant Black Edition Nav 3.0 TDI quattro Auto	-	5	41635	20818	7-A	tba	155	6.1	44.1	170	2967	242/4000	-	428/1750	-	1780	1900
D	allroad 2.0 TDI quattro	-	5	32765	18348	6-M	tba	138	7.6	50.4	145	1968	187/3800	-	295/1750	-	1690	1700
D	allroad 2.0 TDI quattro Auto	-	5	34245	19177	7-A	tba	133	7.8	50.4	149	1968	187/3800	-	295/1750	-	1730	1900
D	allroad 3.0 TDI quattro Auto	-	5	38265	20663	7-A	33	147	6.2	47.1	159	2967	242/4000	-	428/1750	-	1795	1900
D	allroad Sport Nav 2.0 TDI quattro	-	5	35565	19916	6-M	tba	138	7.6	50.4	145	1968	187/3800	-	295/1750	-	1690	1700
D	allroad Sport Nav 2.0 TDI quattro Auto	-	5	37045	20745	7-A	tba	133	7.8	50.4	149	1968	187/3800	-	295/1750	-	1730	1900
D	allroad Sport Nav 3.0 TDI quattro Auto	-	5	41065	22175	7-A	36	147	6.2	47.1	159	2967	242/4000	-	428/1750	-	1795	1900

A5

Rating ★★★★☆

Good looking, refined and accomplished with a range of frugal powerplants and bodystyles to suit all tastes.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Coupé SE 2.0 TDI ultra	-	2	31590	16427	6-M	28	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1530	1300
D	Coupé SE 2.0 TDI	-	2	31590	16427	6-M	tba	149	7.7	62.8	117	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé SE 2.0 TDI Auto	-	2	33070	17196	8-A	tba	143	7.8	62.8	119	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé SE 2.0 TDI quattro	-	2	33115	17220	6-M	tba	146	7.4	57.6	128	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé SE 2.0 TDI quattro Auto	-	2	34725	18057	7-A	tba	146	7.3	56.5	132	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé S line 2.0 TDI	-	2	34180	17774	6-M	tba	149	7.7	60.1	124	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé S line 2.0 TDI Auto	-	2	35660	18543	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé S line 2.0 TDI quattro	-	2	35835	18634	6-M	tba	146	7.4	54.3	135	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé S line 2.0 TDI quattro Auto	-	2	37315	19404	7-A	tba	146	7.3	53.3	139	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé S line 3.0 TDI quattro Auto	-	2	41340	21497	7-A	35	155	5.8	46.3	158	2967	242/4000	-	428/1750	-	1695	1900
D	Coupé Black Edition Plus 2.0 TDI	-	2	35680	18554	6-M	tba	149	7.7	57.6	129	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé Black Edition Plus 2.0 TDI Auto	-	2	37290	19391	8-A	tba	143	7.8	56.5	131	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé Black Edition Plus 2.0 TDI quattro	-	2	37335	19414	6-M	tba	146	7.4	53.3	140	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé Black Edition Plus 2.0 TDI quattro Auto	-	2	38830	20192	7-A	tba	146	7.3	51.4	144	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé Black Edition Plus 3.0 TDI quattro Auto	-	2	42840	22277	7-A	37	155	5.8	44.8	164	2967	242/4000	-	428/1750	-	1695	1900
D	Sportback SE 2.0 TDI ultra	-	5	30435	15826	6-M	23	132	9.5	67.3	109	1968	134/3000	-	236/1500	-	1580	1300
D	Sportback SE 2.0 TDI	-	5	30940	16089	6-M	tba	148	7.8	61.4	119	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback SE 2.0 TDI Auto	-	5	32420	16858	8-A	tba	143	7.8	62.8	119	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback SE 2.0 TDI quattro	-	5	32465	16882	6-M	tba	146	7.5	57.6	128	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback SE 2.0 TDI quattro Auto	-	5	34075	17719	7-A	tba	144	7.4	55.4	135	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback SE Technik 2.0 TDI ultra	-	5	31385	16320	6-M	24	132	9.5	67.3	109	1968	134/3000	-	236/1500	-	1580	1300
D	Sportback SE Technik 2.0 TDI Auto	-	5	33340	17337	8-A	tba	127	9.4	58.9	127	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback SE Technik 2.0 TDI	-	5	32290	16791	6-M	tba	148	7.8	58.9	126	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback SE Technik 2.0 TDI Auto	-	5	33770	17560	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback SE Technik 2.0 TDI quattro	-	5	33945	17651	6-M	tba	146	7.5	54.3	136	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback SE Technik 2.0 TDI quattro Auto	-	5	35440	18429	7-A	tba	144	7.4	52.3	142	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback S line 2.0 TDI Auto	-	5	34980	18190	8-A	tba	127	9.4	58.9	127	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback S line 2.0 TDI	-	5	33930	17644	6-M	tba	148	7.8	58.9	126	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback S line 2.0 TDI Auto	-	5	35410	18413	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback S line 2.0 TDI quattro	-	5	35600	18512	6-M	tba	146	7.5	54.3	136	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback S line 2.0 TDI quattro Auto	-	5	37080	19282	7-A	tba	144	7.4	52.3	142	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback S line 3.0 TDI quattro Auto	-	5	41090	21367	7-A	34	155	5.9	46.3	159	2967	242/4000	-	428/1700	-	1750	1900
D	Sportback Black Edition Plus 2.0 TDI Auto	-	5	36610	19037	8-A	tba	127	9.4	56.5	131	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback Black Edition Plus 2.0 TDI	-	5	35560	18491	6-M	tba	148	7.8	56.5	132	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback Black Edition Plus 2.0 TDI Auto	-	5	37040	19261	8-A	tba	143	7.8	56.5	131	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback Black Edition Plus 2.0 TDI quattro	-	5	37100	19292	6-M	tba	146	7.5	53.3	141	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback Black Edition Plus 2.0 TDI quattro Auto	-	5	38580	20062	7-A	tba	144	7.4	50.4	147	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback Black Edition Plus 3.0 TDI quattro Auto	-	5	42590	22147	7-A	37	155	5.9	44.8	164	2967	242/4000	-	428/1700	-	1750	1900
D	Cabriolet SE 2.0 TDI	-	2	34265	16447	6-M	27	130	10.2	60.1	123	1968	148/3250	-	236/1500	-	1710	1600
D	Cabriolet SE 2.0 TDI	-	2	34695	17348	6-M	34	145	8.2	58.9	125	1968	187/3800	-	295/1750	-	1710	1600
D	Cabriolet SE 2.0 TDI Auto	-	2	36175	18088	8-A	34	140	8.3	60.1	124	1968	187/3800	-	295/1750	-	1745	1700
D	Cabriolet S line 2.0 TDI	-	2	37515	18007	6-M	27	130	10.2	57.6	129	1968	148/3250	-	236/1500	-	1710	1600
D	Cabriolet S line 2.0 TDI	-	2	38075	19038	6-M	35	145	8.2	55.4	133	1968	187/3800	-	295/1750	-	1710	1600
D	Cabriolet S line 2.0 TDI Auto	-	2	39555	19778	8-A	35	140	8.3	55.4	134	1968	187/3800	-	295/1750	-	1745	1700
D	Cabriolet S line 3.0 TDI quattro Auto	-	2	45220	22610	7-A	39	155	6.3	44.1	167	2967	242/4000	-	428/1750	-	1900	1900
D	Cabriolet S line Special Edition Plus 2.0 TDI	-	2	39145	18790	6-M	29	130	10.2	56.5	132	1968	148/3250	-	236/1500	-	1710	1600
D	Cabriolet S line Special Edition Plus 2.0 TDI	-	2	39575	19788	6-M	35	145	8.2	53.3	138	1968	187/3800	-	295/1750	-	1710	1600
D	Cabriolet S line Special Edition Plus 2.0 TDI Auto	-	2	41055	20528	8-A	35	140	8.3	54.3	139	1968	187/3800	-	295/1750	-	1745	1700
D	Cabriolet S line Special Edition Plus 3.0 TDI quattro Auto	-	2	46720	23360	7-A	41	155	6.3	42.8	173	2967	242/4000	-	428/1750	-	1900	1900

New A6

Rating ★★★★☆

Impressively refined, with a roomy cabin, and available with clean and frugal, yet powerful engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI ultra	-	4	31955	15338	6-M	32	144	8.4	65.7	113	1968	187/3800	-	295/1750	-	1625	1800
D	SE 2.0 TDI ultra Auto	-	4	33485	16073	7-A	32	144	8.2	67.3	109	1968	187/3800	-	295/1750	-	1660	1800
D	SE 3.0 TDI Auto	-	4	38095	16000	7-A	34	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
D	SE 3.0 TDI quattro Auto	-	4	39855	16739	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
D	SE 3.0 TDI quattro Auto	-	4	41415	17394	7-A	41	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
D	SE 3.0 BiTDI quattro Auto	-	4	46125	17528	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100

POWER

New A6 (continued)

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D S line 2.0 TDI ultra	-	4	34405	16514	6-M	33	144	8.4	64.2	114	1968	187/3800	-	295/1750	-	1625	1800
D S line 2.0 TDI ultra Auto	336	4	35935	17249	7-A	33	144	8.2	67.3	110	1968	187/3800	-	295/1750	-	1660	1800
D S line 3.0 TDI Auto	-	4	40545	17029	7-A	35	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
D S line 3.0 TDI quattro Auto	-	4	42305	17768	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
D S line 3.0 TDI quattro Auto	-	4	43865	18423	7-A	42	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
D S line 3.0 BiTDI quattro Auto	-	4	48575	18459	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
D Black Edition 2.0 TDI ultra	-	4	36580	17558	6-M	33	144	8.4	62.8	119	1968	187/3800	-	295/1750	-	1625	1800
D Black Edition 2.0 TDI ultra Auto	-	4	38110	18293	7-A	33	144	8.2	64.2	116	1968	187/3800	-	295/1750	-	1660	1800
D Black Edition 3.0 TDI Auto	-	4	42720	17942	7-A	35	152	7.1	57.6	127	2967	215/4000	-	295/1250	-	1695	2000
D Black Edition 3.0 TDI quattro Auto	-	4	44480	18682	7-A	40	152	6.6	54.3	138	2967	215/3250	-	369/1250	-	1765	2000
D Black Edition 3.0 TDI quattro Auto	-	4	46040	19337	7-A	42	155	5.5	54.3	138	2967	268/3500	-	428/1500	-	1770	2000
D Black Edition 3.0 BiTDI quattro Auto	-	4	50750	19285	8-A	44	155	5.0	45.6	164	2967	316/3900	-	479/1400	-	1835	2100
D Avant SE 2.0 TDI ultra	-	5	33955	16298	6-M	32	140	8.7	62.8	118	1968	187/3800	-	295/1750	-	1690	1800
D Avant SE 2.0 TDI ultra Auto	-	5	35485	17033	7-A	32	140	8.5	64.2	114	1968	187/3800	-	295/1750	-	1725	1800
D Avant SE 3.0 TDI Auto	-	5	40095	16840	7-A	34	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
D Avant SE 3.0 TDI quattro Auto	-	5	41855	16742	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
D Avant SE 3.0 TDI quattro Auto	-	5	43415	18234	7-A	41	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
D Avant SE 3.0 BiTDI quattro Auto	-	5	48125	19250	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
D Avant S line 2.0 TDI ultra	-	5	36405	17474	6-M	33	140	8.7	61.4	119	1968	187/3800	-	295/1750	-	1690	1800
D Avant S line 2.0 TDI ultra Auto	-	5	37935	18209	7-A	33	140	8.5	64.2	115	1968	187/3800	-	295/1750	-	1725	1800
D Avant S line 3.0 TDI Auto	-	5	42545	17869	7-A	35	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
D Avant S line 3.0 TDI quattro Auto	-	5	44305	17722	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
D Avant S line 3.0 TDI quattro Auto	-	5	45865	19263	7-A	42	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
D Avant S line 3.0 BiTDI quattro Auto	-	5	50575	20230	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
D Avant Black Edition 2.0 TDI ultra	-	5	38580	18518	6-M	33	140	8.7	60.1	124	1968	187/3800	-	295/1750	-	1690	1800
D Avant Black Edition 2.0 TDI ultra Auto	-	5	40110	19253	7-A	33	140	8.5	61.4	121	1968	187/3800	-	295/1750	-	1725	1800
D Avant Black Edition 3.0 TDI Auto	-	5	44720	18782	7-A	35	145	7.3	56.5	130	2967	215/4000	-	295/1250	-	1760	2000
D Avant Black Edition 3.0 TDI quattro Auto	-	5	46495	18598	7-A	40	145	6.8	52.3	144	2967	215/3250	-	369/1250	-	1830	2000
D Avant Black Edition 3.0 TDI quattro Auto	-	5	48055	20183	7-A	42	155	5.7	52.3	144	2967	268/3500	-	428/1500	-	1835	2000
D Avant Black Edition 3.0 BiTDI quattro Auto	-	5	52860	21144	8-A	44	155	5.2	44.1	169	2967	316/3900	-	479/1400	-	1900	2100
D allroad 3.0 TDI quattro Auto	-	5	45755	21962	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
D allroad 3.0 TDI quattro Auto	-	5	47315	22711	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
D allroad 3.0 BiTDI quattro Auto	-	5	52125	25020	8-A	44	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500
D allroad Sport 3.0 TDI quattro Auto	-	5	49455	23738	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
D allroad Sport 3.0 TDI quattro Auto	-	5	51015	24487	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
D allroad Sport 3.0 BiTDI quattro Auto	-	5	55825	26796	8-A	43	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500

DID YOU KNOW?

It wasn't until 1991 that the wearing of rear seat belts became mandatory, just 24 years ago.

LONG TERM TEST

New A7

Rating ★★★★½

Audi's entry ticket to the Panamera party. It's great to drive, exquisitely built and suitably luxurious.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D SE Executive 3.0 TDI ultra Auto	-	5	45915	22958	7-A	37	148	7.3	58.9	124	2967	215/4000	-	295/1250	-	1755	2000
D SE Executive 3.0 TDI quattro Auto	-	5	47670	23835	7-A	41	148	6.8	54.3	138	2967	215/3250	-	369/1250	-	1825	2000
D SE Executive 3.0 TDI quattro Auto	-	5	50255	25128	7-A	43	155	5.7	54.3	138	2967	268/3500	-	428/1250	-	1830	2000
D S line 3.0 TDI ultra Auto	-	5	48705	24353	7-A	38	148	7.3	57.6	128	2967	215/4000	-	295/1250	-	1755	2000
D S line 3.0 TDI quattro Auto	-	5	50480	25240	7-A	41	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
D S line 3.0 TDI quattro Auto	-	5	53060	26530	7-A	43	155	5.7	52.3	142	2967	268/3500	-	428/1250	-	1830	2000
D S line 3.0 BiTDI quattro Auto	-	5	56730	29500	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100
D Black Edition 3.0 TDI quattro Auto	-	5	52830	26415	7-A	41	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
D Black Edition 3.0 TDI quattro Auto	-	5	55410	27705	7-A	44	155	5.7	52.3	142	2967	268/3500	-	428/1250	-	1830	2000
D Black Edition 3.0 BiTDI quattro Auto	338	5	59080	30722	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100

A8

Rating ★★★★☆

Now even more refined, with exquisite attention to detail, great driving manners and exceptionally high comfort levels.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D SE 3.0 TDI quattro Auto	-	4	59585	22642	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
D SE Executive 3.0 TDI quattro Auto	-	4	62190	23632	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
D SE Executive 4.2 TDI quattro Auto	-	4	72835	26221	8-A	50	155	4.7	39.2	189	4134	380/3750	-	627/2000	-	2040	2300
D Sport 3.0 TDI quattro Auto	-	4	65825	25014	8-A	47	155	5.9	47.9	155	2967	258/4000	-	428/1750	-	1880	2200
D Sport 4.2 TDI quattro Auto	-	4	76435	27517	8-A	50	155	4.7	38.2	193	4134	380/3750	-	627/2000	-	2040	2300
D Edition 21 3.0 TDI quattro Auto	-	4	72525	27560	8-A	tba	155	5.9	47.9	155	2967	258/4000	-	428/1750	-	1880	2200
D L SE 3.0 TDI quattro Auto	324	4	63585	24162	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
D L SE Executive 3.0 TDI quattro Auto	-	4	66190	25152	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
D L SE Executive 4.2 TDI quattro Auto	-	4	76800	27648	8-A	50	155	4.7	38.7	190	4134	380/3750	-	627/2000	-	2095	2300
D L Edition 21 3.0 TDI quattro Auto	-	4	76490	29066	8-A	tba	155	6.1	47.1	159	2967	258/4000	-	428/1750	-	1935	2200

New Q3

Rating ★★★★☆

Audi's baby SUV now had bolder looks, decent kit, superb refinement and quality to match.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D SE 2.0 TDI	-	5	26920	15075	6-M	20	126	9.6	61.4	119	1968	148/3500	-	251/1750	-	1485	1800
D SE 2.0 TDI quattro	-	5	28480	15379	6-M	20	126	9.3	56.5	131	1968	148/3500	-	251/1750	-	1570	1800
D SE 2.0 TDI quattro Auto	-	5	30060	16232	7-A	20	126	9.3	55.4	134	1968	148/4000	-	251/1750	-	1605	2000
D SE 2.0 TDI quattro	-	5	29280	15811	6-M	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1605	2000
D SE 2.0 TDI quattro Auto	-	5	30860	16664	7-A	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1625	2000
D S line 2.0 TDI	-	5	29470	16503	6-M	21	126	9.6	60.1	122	1968	148/3500	-	251/1750	-	1485	1800
D S line 2.0 TDI quattro	-	5	31030	16756	6-M	21	126	9.3	55.4	134	1968	148/3500	-	251/1750	-	1570	1800
D S line 2.0 TDI quattro Auto	-	5	32610	17609	7-A	21	126	9.3	54.3	137	1968		-	251/1750	-	1605	2000
D S line 2.0 TDI quattro	-	5	31845	17196	6-M	24	136	7.9	51.4	143	1968	181/3500	-	280/1800	-	1605	2000
D S line 2.0 TDI quattro Auto	-	5	33425	18050	7-A	24	136	7.9	52.3	141	1968	181/3500	-	280/1800	-	1625	2000
D S line Plus 2.0 TDI quattro	-	5	33380	18025	6-M	21	126	9.3	52.3	140	1968	148/3500	-	251/1750	-	1570	1800
D S line Plus 2.0 TDI quattro Auto	-	5	34975	18887	7-A	21	126	9.3	51.4	144	1968	148/4000	-	251/1750	-	1605	2000
D S line Plus 2.0 TDI quattro	-	5	34195	18465	6-M	25	136	7.9	49.6	148	1968	181/3500	-	280/1800	-	1605	2000
D S line Plus 2.0 TDI quattro Auto	-	5	35775	19319	7-A	25	136	7.9	50.4	146	1968	181/3500	-	280/1800	-	1625	2000

Q5

Rating ★★★★☆

Now more comfortable and refined, with decent equipment levels. It's not bad to drive either.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D SE 2.0 TDI quattro	-	5	31720	18398	6-M	21	118	10.8	50.4	147	1968	148/4200	-	236/1500	-	1820	1800
D SE 2.0 TDI quattro	-	5	32695	18963	6-M	tba	130	8.4	49.6	148	1968	187/tba	-	295/1750	-	1820	2000
D SE 2.0 TDI quattro Auto	-	5	34280	19882	7-A	tba	130	8.4	48.7	152	1968	187/tba	-	295/1750	-	1860	2000
D SE 3.0 TDI quattro Auto	-	5	38380	22260	7-A	tba	143	6.2	47.1	158	2967	254/tba	-	428/1750	-	1880	2400
D S line 2.0 TDI quattro	-	5	34120	19790	6-M	21	118	10.8	49.6	150	1968	148/4200	-	236/1500	-	1820	1800
D S line 2.0 TDI quattro	-	5	35130	20375	6-M	tba	130	8.4	48.7	151	1968	187/tba	-	295/1750	-	1820	2000
D S line 2.0 TDI quattro Auto	-	5	36680	21274	7-A	tba	130	8.4	47.9	154	1968	187/tba	-	295/1750	-	1860	2000
D S line 3.0 TDI quattro Auto	-	5	40780	23652	7-A	tba	143	6.2	46.3	161	2967	254/tba	-	428/1750	-	1880	2400
D S line Plus 2.0 TDI quattro	-	5	36655	21260	6-M	22	118	10.8	48.7	152	1968	148/4200	-	236/1500	-	1820	1800
D S line Plus 2.0 TDI quattro	-	5	37630	21825	6-M	tba	130	8.4	47.9	153	1968	187/tba	-	295/1750	-	1820	2000
D S line Plus 2.0 TDI quattro Auto	-	5	39180	22724	7-A	tba	130	8.4	47.1	157	1968	187/tba	-	295/1750	-	1860	2000
D S line Plus 3.0 TDI quattro Auto	-	5	43280	25102	7-A	tba	143	6.2	45.6	163	2967	254/tba	-	428/1750	-	1880	2400
D SQ5 3.0 BiTDI quattro Auto	-	5	44785	25975	8-A	41	155	5.2	42.8	174	2967	309/tba	-	479/1400	-	2000	2400

New Q7

Rating ★★★★☆

Second generation Q7 is huge both inside and out and around 10 per cent more expensive than before.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D SE 3.0 TDI quattro Auto	-	5	47755	28653	8-A	tba	134	7.3	48.7	150	2967	215/3250	-	369/1250	-	2060	2800
D SE 3.0 TDI quattro Auto	-	5	50340	30204	8-A	40	145	6.5	47.9	153	2967	268/3250	-	443/1500	-	2060	2800
D S line 3.0 TDI quattro Auto	-	5	51250	30750	8-A	tba	134	7.3	48.7	150	2967	215/3250	-	369/1250	-	2060	2800
D S line 3.0 TDI quattro Auto	-	5	53835	32301	8-A	41	145	6.5	47.9	153	2967	268/3250	-	443/1500	-	2060	2800

New TT

Rating ★★★★½

Even more sensational than before. It's frugal, fast and technically a tour de force. It's the best TT yet.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D Coupé Sport 2.0 TDI ultra	333	2	29810	16097	6-M	34	149	7.1	62.8	116	1968	181/3500	-	280/1750	-	1265	0
D Coupé S line 2.0 TDI ultra	-	2	32360	17474	6-M	35	149	7.1	62.8	116	1968	181/3500	-	280/1750	-	1265	0
D Roadster Sport 2.0 TDI ultra	-	2	31995	16637	6-M	35	147	7.3	61.4	120	1968	181/3500	-	280/1750	-	1360	0
D Roadster S line 2.0 TDI ultra	-	2	34545	17963	6-M	36	147	7.3	61.4	120	1968	181/3500	-	280/1750	-	1360	0

BMW

UK dealers: 147 (i Dealers 47) **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

New 1 Series

Rating ★★★★☆

An update for the baby of the range, with even more efficient engines and a slimmed down line-up.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D 116d EfficientDynamics Plus	-	3	22030	11456	6-M	15	121	10.4	83.1	89	1496	114/4000	-	199/1750	-	1395	0
D 116d SE	-	3	21180	11014	6-M	15	124	10.3	78.5	94	1496	114/4000	-	199/1750	-	1395	1500
D 116d SE Auto	-	3	22730	11820	8-A	15	124	10.3	78.5	96	1496	114/4000	-	199/1750	-	1425	1500
D 116d Sport	-	3	22180	11534	6-M	15	124	10.3	72.4	103	1496	114/4000	-	199/1750	-	1395	1500
D 116d Sport Auto	-	3	23730	12340	8-A	15	124	10.3	72.4	103	1496	114/4000	-	199/1750	-	1425	1500
D 116d M Sport	-	3	23880	12418	6-M	16	124	10.3	70.6	106	1496	114/4000	-	199/1750	-	1395	1500
D 116d M Sport Auto	-	3	25430	13224	8-A	16	124	10.3	68.9	107	1496	114/4000	-	199/1750	-	1425	1500
D 118d SE	-	3	22325	11163	6-M	19	132	8.3	70.6	104	1995	148/4000	-	236/1750	-	1425	1500
D 118d SE Auto	-	3	23875	11938	8-A	19	132	8.1	74.3	99	1995	148/4000	-	236/1750	-	1450	1500
D 118d Sport	-	3	23325	11663	6-M	19	132	8.3	68.9	109	1995	148/4000	-	236/1750	-	1425	1500
D 118d Sport Auto	-	3	24875	12438	8-A	19	132	8.1	70.6	105	1995	148/4000	-	236/1750	-	1450	1500
D 118d M Sport	-	3	25025	12513	6-M	20	132	8.3	65.7	114	1995	148/4000	-	236/1750	-	1425	1500
D 118d M Sport Auto	-	3	26575	13288	8-A	20	132	8.1	67.3	110	1995	148/4000	-	236/1750	-	1450	1500
D 120d Sport	-	3	24775	12388	6-M	24	142	7.1	65.7	114	1995	188/4000	-	295/1750	-	1450	1500
D 120d Sport Auto	-	3	26325	13163	8-A	24	142	7.0	68.9	109	1995	188/4000	-	295/1750	-	1465	1500
D 120d M Sport	-	3	26475	13238	6-M	25	142	7.1	62.8	118	1995	188/4000	-	295/1750	-	1480	1500
D 120d M Sport Auto	-	3	28025	14013	8-A	25	142	7.0	65.7	114	1995	188/4000	-	295/1750	-	1495	1500
D 125d M Sport Auto	-	3	29800	15496	8-A	30	149	6.3	61.4	121	1995	221/4000	-	332/1750	-	1505	1500
D 116d EfficientDynamics Plus	339	5	22560	11731	6-M	15	121	10.4	83.1	89	1496	114/4000	-	199/1750	-	1395	0
D 116d SE	-	5	21710	11289	6-M	15	124	10.3	78.5	94	1496	114/4000	-	199/1750	-	1395	1500
D 116d SE Auto	-	5	23260	12095	8-A	15	124	10.3	78.5	96	1496	114/4000	-	199/1750	-	1425	1500
D 116d Sport	-	5	22710	11809	6-M	15	124	10.3	72.4	103	1496	114/4000	-	199/1750	-	1395	1500
D 116d Sport Auto	-	5	24260	12615	8-A	15	124	10.3	72.4	103	1496	114/4000	-	199/1750	-	1425	1500
D 116d M Sport	-	5	24410	12693	6-M	16	124	10.3	70.6	106	1496	114/4000	-	199/1750	-	1395	1500
D 116d M Sport Auto	-	5	25960	13499	8-A	16	124	10.3	68.9	107	1496	114/4000	-	199/1750	-	1425	1500
D 118d SE	-	5	22855	11428	6-M	19	132	8.3	70.6	104	1995	148/4000	-	236/1750	-	1425	1500
D 118d SE Auto	-	5	24405	12203	8-A	19	132	8.1	74.3	99	1995	148/4000	-	236/1750	-	1450	1500
D 118d Sport	-	5	23855	11928	6-M	19	132	8.3	68.9	109	1995	148/4000	-	236/1750	-	1425	1500
D 118d Sport Auto	-	5	25405	12703	8-A	19	132	8.1	70.6	105	1995	148/4000	-	236/1750	-	1450	1500
D 118d M Sport	-	5	25555	12778	6-M	20	132	8.3	65.7	114	1995	148/4000	-	236/1750	-	1425	1500
D 118d M Sport Auto	-	5	27105	13553	8-A	20	132	8.1	67.3	110	1995	148/4000	-	236/1750	-	1450	1500
D 120d Sport	-	5	25305	12653	6-M	24	142	7.1	65.7	114	1995	188/4000	-	295/1750	-	1450	1500
D 120d Sport Auto	-	5	26855	13428	8-A	24	142	7.0	68.9	109	1995	188/4000	-	295/1750	-	1465	1500
D 120d M Sport	-	5	27005	13503	6-M	25	142	7.1	62.8	118	1995	188/4000	-	295/1750	-	1480	1500
D 120d M Sport Auto	-	5	28555	14278	8-A	25	142	7.0	65.7	114	1995	188/4000	-	295/1750	-	1495	1500
D 120d xDrive Sport Auto	-	5	28355	14178	8-A	24	138	6.8	62.8	119	1995	188/4000	-	295/1750	-	1530	1500
D 120d xDrive M Sport Auto	-	5	30055	15028	8-A	24	138	6.8	60.1	124	1995	188/4000	-	295/1750	-	1530	1500
D 125d M Sport Auto	-	5	30330	15772	8-A	30	149	6.3	61.4	121	1995	221/4000	-	332/1750	-	1505	1500

2 Series Coupé/Convertible

Rating ★★★★☆

The 1 Series morphed into a 2 Series. Fantastic to drive, coupled with top efficiency, if not the last word in practicality.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D 218d SE Coupé	-	2	24415	11231	6-M	tba	tba	8.4	65.7	113	1995	148/tba	-	tba	-	tba	tba
D 218d SE Coupé Auto	-	2	25965	11944	8-A	tba	tba	8.2	68.9	108	1995	148/tba	-	tba	-	tba	tba
D 218d Sport Coupé	-	2	25415	11691	6-M	tba	tba	8.4	65.7	113	1995	148/tba	-	tba	-	tba	tba
D 218d Sport Coupé Auto	-	2	26965	12404	8-A	tba	tba	8.2	68.9	108	1995	148/tba	-	tba	-	tba	tba
D 218d Luxury Coupé	-	2	26415	12151	6-M	tba	tba	8.4	64.2	116	1995	148/tba	-	tba	-	tba	tba
D 218d Luxury Coupé Auto	-	2	27965	12864	8-A	tba	tba	8.2	67.3	111	1995	148/tba	-	tba	-	tba	tba
D 218d M Sport Coupé	-	2	26765	12312	6-M	tba	tba	8.4	64.2	116	1995	148/tba	-	tba	-	tba	tba
D 218d M Sport Coupé Auto	-	2	28315	13025	8-A	tba	tba	8.2	67.3	111	1995	148/tba	-	tba	-	tba	tba
D 220d Sport Coupé	-	2	27015	12427	6-M	26	143	7.1	65.7	112	1995	188/tba	-	295/tba	-	1465	1200
D 220d Sport Coupé Auto	-	2	28565	13140	8-A	26	143	7.0	72.4	104	1995	188/tba	-	295/tba	-	1485	1200
D 220d Luxury Coupé	-	2	28015	12887	6-M	26	143	7.1	64.2	115	1995	188/tba	-	295/tba	-	1465	1200
D 220d Luxury Coupé Auto	-	2	29565	13600	8-A	26	143	7.0	68.9	107	1995	188/tba	-	295/tba	-	1485	1200
D 220d M Sport Coupé	-	2	28365	13048	6-M	27	143	7.1	64.2	115	1995	188/tba	-	295/tba	-	1465	1200
D 220d M Sport Coupé Auto	-	2	29915	13761	8-A	27	143	7.0	68.9	107	1995	188/tba	-	295/tba	-	1485	1200
D 220d xDrive Sport Coupé Auto	-	2	30065	13830	8-A	24	tba	6.9	62.8	119	1995	188/tba	-	295/tba	-	tba	tba
D 220d xDrive Luxury Coupé Auto	-	2	31065	14290	8-A	25	tba	6.9	60.1	124	1995	188/tba	-	295/tba	-	tba	tba
D 220d xDrive M Sport Coupé Auto	-	2	31415	14451	8-A	25	tba	6.9	60.1	124	1995	188/tba	-	295/tba	-	tba	tba
D 225d M Sport Coupé Auto	-	2	32120	15418	8-A	tba	tba	6.2	61.4	121	1995	tba	-	tba	-	tba	tba
D 218d SE Convertible	-	2	28150	14075	6-M	tba	tba	8.9	61.4	122	1995	148/tba	-	tba	-	tba	tba
D 218d SE Convertible Auto	-	2	29700	14850	8-A	tba	tba	8.7	64.2	116	1995	148/tba	-	tba	-	tba	tba
D 218d Sport Convertble	-	2	29150	14575	6-M	tba	tba	8.9	61.4	122	1995	148/tba	-	tba	-	tba	tba
D 218d Sport Convertible Auto	-	2	30700	15350	8-A	tba	tba	8.7	64.2	116	1995	148/tba	-	tba	-	tba	tba
D 218d Luxury Convertible	-	2	30150	15075	6-M	tba	tba	8.9	60.1	124	1995	148/tba	-	tba	-	tba	tba
D 218d Luxury Convertible Auto	-	2	31700	15850	8-A	tba	tba	8.7	62.8	118	1995	148/tba	-	tba	-	tba	tba
D 218d M Sport Convertible	-	2	30500	15250	6-M	tba	tba	8.9	60.1	124	1995	148/tba	-	tba	-	tba	tba
D 218d M Sport Convertible Auto	-	2	32050	16025	8-A	tba	tba	8.7	62.8	118	1995	148/tba	-	tba	-	tba	tba
D 220d Sport Convertible	-	2	30500	15860	6-M	27	140	7.5	61.4	121	1995	188/4000	-	295/1750	-	1610	1500
D 220d Sport Convertible Auto	-	2	32050	16666	8-A	27	140	7.4	65.7	113	1995	188/4000	-	295/1750	-	1630	1500
D 220d Luxury Convertible	-	2	31500	16380	6-M	27	140	7.5	60.1	124	1995	188/4000	-	295/1750	-	1610	1500
D 220d Luxury Convertible Auto	-	2	33050	17186	8-A	27	140	7.4	64.2	117	1995	188/4000	-	295/1750	-	1630	1500
D 220d M Sport Convertible	-	2	31850	16562	6-M	27	140	7.5	60.1	124	1995	188/4000	-	295/1750	-	1610	1500
D 220d M Sport Convertible Auto	-	2	33400	17368	8-A	27	140	7.4	64.2	117	1995	188/4000	-	295/1750	-	1630	1500
D 225d M Sport Convertible Auto	-	2	35500	18460	8-A	tba	tba	6.4	57.6	128	1995	221/tba	-	tba	-	tba	tba

2 Series Active Tourer/Gran Tourer

Rating ★★★★☆

BMW's first MPV and front-wheel-drive model in its history. Top marks for versatility but lacks some sparkle on the road.

Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D 216d SE Active Tourer	-	5	23945	11973	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D 216d Sport Active Tourer	-	5	25195	12598	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D 216d Luxury Active Tourer	-	5	25945	12973	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D 216d M Sport Active Tourer	-	5	26945	13473	6-M	12	121	10.6	72.4	104	1496	114/4000	-	199/1750	-	1440	1300
D 218d SE Active Tourer	-	5	25090	12545	6-M	15	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D 218d SE Active Tourer Auto	-	5	26640	13320	8-A	15	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D 218d Sport Active Tourer	-	5	26340	13170	6-M	16	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D 218d Sport Active Tourer Auto	-	5	27890	13945	8-A	16	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D 218d Luxury Active Tourer	-	5	27090	13545	6-M	16	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D 218d Luxury Active Tourer Auto	333	5	28640	14320	8-A	16	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D 218d M Sport Active Tourer	-	5	28090	14045	6-M	16	129	8.9	65.7	114	1995	148/4000	-	243/1750	-	1450	1300
D 218d M Sport Active Tourer Auto	-	5	29640	14820	8-A	16	130	8.9	65.7	114	1995	148/4000	-	243/1750	-	1485	1300
D 220d Sport Active Tourer	-	5	27790	13895	6-M	21	141	7.6	64.2	115	1995	188/4000	-	295/1750	-	1480	1500
D 220d Sport Active Tourer Auto	-	5	29340	14670	8-A	21	140	7.5	65.7	112	1995	188/4000	-	295/1750	-	1505	1500
D 220d Luxury Active Tourer	-	5	28540	14270	6-M	21	141	7.6	64.2	115	1995	188/4000	-	295/1750	-	1480	1500
D 220d Luxury Active Tourer Auto	-	5	30090	15045	8-A	21	140	7.5	65.7	112	1995	188/4000	-	295/1750	-	1505	1500
D 220d M Sport Active Tourer	-	5	29540	14770	6-M	21	141	7.6	62.8	119	1995	188/4000	-	295/1750	-	1480	1500
D 220d M Sport Active Tourer Auto	-	5	31090	15545	8-A	21	140	7.5	64.2	116	1995	188/4000	-	295/1750	-	1505	1500
D 220d xDrive Sport Active Tourer Auto	-	5	30840	15420	8-A	20	139	7.3	61.4	122	1995	188/4000	-	295/1750	-	1585	1500
D 220d xDrive Luxury Active Tourer Auto	-	5	31590	15795	8-A	21	139	7.3	61.4	122	1995	188/4000	-	295/1750	-	1585	1500
D 220d xDrive M Sport Active Tourer Auto	-	5	32590	16295	8-A	21	139	7.3	58.9	127	1995	188/4000	-	295/1750	-	1585	1500
D 216d SE Gran Tourer	-	5	25645	12823	6-M	10	tba	11.4	68.9	108	1496	tba	-	tba	-	tba	tba
D 216d Sport Gran Tourer	-	5	26895	13448	6-M	10	tba	11.4	68.9	108	1496	tba	-	tba	-	tba	tba
D 216d Luxury Gran Tourer	-	5	27645	13823	6-M	10	tba	11.4	68.9	108	1496	tba	-	tba	-	tba	tba
D 216d M Sport Gran Tourer	-	5	28645	14323	6-M	11	tba	11.4	67.3	111	1496	tba	-	tba	-	tba	tba
D 218d SE Gran Tourer	-	5	26790	13395	6-M	14	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D 218d SE Gran Tourer Auto	-	5	28340	14170	8-A	14	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D 218d Sport Gran Tourer	-	5	28040	14020	6-M	15	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D 218d Sport Gran Tourer Auto	-	5	29590	14795	8-A	15	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D 218d Luxury Gran Tourer	-	5	28790	14395	6-M	15	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D 218d Luxury Gran Tourer Auto	-	5	30340	15170	8-A	15	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D 218d M Sport Gran Tourer	-	5	29790	14895	6-M	15	tba	9.5	62.8	119	1995	tba	-	tba	-	tba	tba
D 218d M Sport Gran Tourer Auto	-	5	31340	15670	8-A	15	tba	9.5	62.8	119	1995	tba	-	tba	-	tba	tba

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)
POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

POWER

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	220d Sport Gran Tourer Auto	-	5	31040	15520	8-A	tba	tba	8.0	62.8	119	1995	tba	-	tba	-	tba	tba
D	220d Luxury Gran Tourer Auto	-	5	31790	15895	8-A	tba	tba	8.0	62.8	119	1995	tba	-	tba	-	tba	tba
D	220d M Sport Gran Tourer Auto	-	5	32790	16395	8-A	tba	tba	8.0	60.1	124	1995	tba	-	tba	-	tba	tba
D	220d xDrive Sport Gran Tourer Auto	-	5	32540	16270	8-A	19	tba	7.8	57.6	129	1995	tba	-	tba	-	tba	tba
D	220d xDrive Luxury Gran Tourer Auto	-	5	33290	16645	8-A	19	tba	7.8	57.6	129	1995	tba	-	tba	-	tba	tba
D	220d xDrive M Sport Gran Tourer Auto	-	5	34420	17210	8-A	20	tba	7.8	55.4	134	1995	tba	-	tba	-	tba	tba

New 3 Series

Rating COMING SOON

It's the best 3 yet. New model is leaner, cleaner and greener, as well as more spacious. Common, but still classy.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	316d SE	-	4	27435	12071	6-M	18	tba	10.7	68.9	109	tba	tba	-	tba	-	tba	tba
D	316d SE Auto	-	4	28985	12753	8-A	18	tba	10.6	68.9	109	tba	tba	-	tba	-	tba	tba
D	316d Sport	-	4	27735	12203	6-M	18	tba	10.7	68.9	109	tba	tba	-	tba	-	tba	tba
D	316d Sport Auto	-	4	29285	12885	8-A	18	tba	10.6	68.9	109	tba	tba	-	tba	-	tba	tba
D	318d SE	-	4	28685	12621	6-M	22	tba	8.6	67.3	111	tba	tba	-	tba	-	tba	tba
D	318d SE Auto	-	4	30235	13303	8-A	22	tba	8.4	67.3	111	tba	tba	-	tba	-	tba	tba
D	318d Sport	-	4	28985	12753	6-M	22	tba	8.6	67.3	111	tba	tba	-	tba	-	tba	tba
D	318d Sport Auto	-	4	30535	13435	8-A	22	tba	8.4	67.3	111	tba	tba	-	tba	-	tba	tba
D	318d Luxury	-	4	31185	13721	6-M	22	tba	8.6	64.2	116	tba	tba	-	tba	-	tba	tba
D	318d Luxury Auto	-	4	32735	14403	8-A	22	tba	8.4	64.2	116	tba	tba	-	tba	-	tba	tba
D	318d M Sport	-	4	30985	13633	6-M	23	tba	8.6	64.2	116	tba	tba	-	tba	-	tba	tba
D	318d M Sport Auto	-	4	32535	14315	8-A	23	tba	8.4	64.2	116	tba	tba	-	tba	-	tba	tba
D	320d EfficientDynamics Plus	-	4	30485	14023	6-M	27	tba	7.9	72.4	102	tba	tba	-	tba	-	tba	tba
D	320d EfficientDynamics Plus Auto	-	4	32035	14736	8-A	27	tba	7.8	74.3	99	tba	tba	-	tba	-	tba	tba
D	320d EfficientDynamics Sport	-	4	30985	14253	6-M	28	tba	7.9	68.9	108	tba	tba	-	tba	-	tba	tba
D	320d EfficientDynamics Sport Auto	-	4	32535	14966	8-A	28	tba	7.8	70.6	104	tba	tba	-	tba	-	tba	tba
D	320d SE	-	4	29785	13701	6-M	28	tba	7.3	67.3	111	tba	tba	-	tba	-	tba	tba
D	320d SE Auto	-	4	31335	14414	8-A	28	tba	7.2	67.3	111	tba	tba	-	tba	-	tba	tba
D	320d Sport	-	4	30085	13839	6-M	28	tba	7.3	67.3	111	tba	tba	-	tba	-	tba	tba
D	320d Sport Auto	-	4	31635	14552	8-A	28	tba	7.2	67.3	111	tba	tba	-	tba	-	tba	tba
D	320d Luxury	-	4	32285	14851	6-M	28	tba	7.3	64.2	116	tba	tba	-	tba	-	tba	tba
D	320d Luxury Auto	-	4	33835	15564	8-A	28	tba	7.2	64.2	116	tba	tba	-	tba	-	tba	tba
D	320d M Sport	-	4	32085	14759	6-M	28	tba	7.3	64.2	116	tba	tba	-	tba	-	tba	tba
D	320d M Sport Auto	-	4	33635	15472	8-A	28	tba	7.2	64.2	116	tba	tba	-	tba	-	tba	tba
D	320d xDrive SE	-	4	31285	14391	6-M	27	tba	7.4	62.8	119	tba	tba	-	tba	-	tba	tba
D	320d xDrive SE Auto	-	4	32835	15104	8-A	27	tba	7.3	62.8	118	tba	tba	-	tba	-	tba	tba
D	320d xDrive Sport	-	4	31585	14529	6-M	27	tba	7.4	62.8	119	tba	tba	-	tba	-	tba	tba
D	320d xDrive Sport Auto	-	4	33135	15242	8-A	27	tba	7.3	62.8	118	tba	tba	-	tba	-	tba	tba
D	320d xDrive Luxury	-	4	33785	15541	6-M	28	tba	7.4	58.9	126	tba	tba	-	tba	-	tba	tba
D	320d xDrive Luxury Auto	-	4	35335	16254	8-A	28	tba	7.3	60.1	123	tba	tba	-	tba	-	tba	tba
D	320d xDrive M Sport	-	4	33585	15449	6-M	28	tba	7.4	58.9	126	tba	tba	-	tba	-	tba	tba
D	320d xDrive M Sport Auto	-	4	35135	16162	8-A	28	tba	7.3	60.1	123	tba	tba	-	tba	-	tba	tba
D	330d Luxury Auto	-	4	37615	18055	8-A	37	tba	5.6	56.5	131	tba	tba	-	tba	-	tba	tba
D	330d M Sport Auto	-	4	37415	17959	8-A	37	tba	5.6	56.5	131	tba	tba	-	tba	-	tba	tba
D	330d xDrive Luxury Auto	-	4	39115	18775	8-A	37	tba	5.3	53.3	139	tba	tba	-	tba	-	tba	tba
D	330d xDrive M Sport Auto	-	4	38915	18679	8-A	37	tba	5.3	53.3	139	tba	tba	-	tba	-	tba	tba
D	335d xDrive M Sport Auto	-	4	40330	19358	8-A	40	tba	4.8	51.4	145	tba	tba	-	tba	-	tba	tba
D	316d SE Touring	-	5	28735	13218	6-M	18	tba	11.2	64.2	116	tba	tba	-	tba	-	tba	tba
D	316d SE Touring Auto	-	5	30285	13931	8-A	18	tba	11.1	64.2	116	tba	tba	-	tba	-	tba	tba
D	316d Sport Touring	-	5	29035	13356	6-M	18	tba	11.2	64.2	116	tba	tba	-	tba	-	tba	tba
D	316d Sport Touring Auto	-	5	30585	14069	8-A	18	tba	11.1	64.2	116	tba	tba	-	tba	-	tba	tba
D	318d SE Touring	-	5	29985	13793	6-M	22	tba	8.9	62.8	117	tba	tba	-	tba	-	tba	tba
D	318d SE Touring Auto	-	5	31535	14506	8-A	22	tba	8.8	65.7	114	tba	tba	-	tba	-	tba	tba
D	318d Sport Touring	-	5	30285	13931	6-M	22	tba	8.9	62.8	117	tba	tba	-	tba	-	tba	tba
D	318d Sport Touring Auto	-	5	31835	14644	8-A	22	tba	8.8	65.7	114	tba	tba	-	tba	-	tba	tba
D	318d Luxury Touring	-	5	32485	14943	6-M	22	tba	8.9	61.4	122	tba	tba	-	tba	-	tba	tba
D	318d Luxury Touring Auto	-	5	34035	15656	8-A	22	tba	8.8	62.8	119	tba	tba	-	tba	-	tba	tba
D	318d M Sport Touring	-	5	32285	14851	6-M	23	tba	8.9	61.4	122	tba	tba	-	tba	-	tba	tba
D	318d M Sport Touring Auto	-	5	33835	15564	8-A	23	tba	8.8	62.8	119	tba	tba	-	tba	-	tba	tba
D	320d EfficientDynamics Plus	-	5	31785	14621	6-M	27	tba	8.2	68.9	107	tba	tba	-	tba	-	tba	tba
D	320d EfficientDynamics Plus Auto	-	5	33335	15334	8-A	27	tba	8.1	70.6	104	tba	tba	-	tba	-	tba	tba
D	320d EfficientDynamics Sport Touring	-	5	32285	14851	6-M	28	tba	8.2	65.7	114	tba	tba	-	tba	-	tba	tba
D	320d EfficientDynamics Sport Touring Auto	-	5	33835	15564	8-A	28	tba	8.1	67.3	111	tba	tba	-	tba	-	tba	tba
D	320d SE Touring	-	5	31085	14299	6-M	28	tba	7.6	62.8	118	tba	tba	-	tba	-	tba	tba
D	320d SE Touring Auto	-	5	32635	15012	8-A	28	tba	7.4	65.7	114	tba	tba	-	tba	-	tba	tba
D	320d Sport Touring	-	5	31385	14437	6-M	28	tba	7.6	62.8	118	tba	tba	-	tba	-	tba	tba
D	320d Sport Touring Auto	-	5	32935	15150	8-A	28	tba	7.4	65.7	114	tba	tba	-	tba	-	tba	tba
D	320d Luxury Touring	-	5	33585	15449	6-M	28	tba	7.6	60.1	123	tba	tba	-	tba	-	tba	tba
D	320d Luxury Touring Auto	-	5	35135	16162	8-A	28	tba	7.4	62.8	119	tba	tba	-	tba	-	tba	tba
D	320d M Sport Touring	-	5	33385	15357	6-M	28	tba	7.6	60.1	123	tba	tba	-	tba	-	tba	tba
D	320d M Sport Touring Auto	-	5	34935	16070	8-A	28	tba	7.4	62.8	119	tba	tba	-	tba	-	tba	tba
D	320d xDrive SE Touring	-	5	32585	14989	6-M	27	tba	7.6	57.6	128	tba	tba	-	tba	-	tba	tba
D	320d xDrive SE Touring Auto	-	5	34135	15702	8-A	27	tba	7.6	60.1	124	tba	tba	-	tba	-	tba	tba
D	320d xDrive Sport Touring	-	5	32885	15127	6-M	27	tba	7.6	57.6	128	tba	tba	-	tba	-	tba	tba
D	320d xDrive Sport Touring Auto	-	5	34435	15840	8-A	27	tba	7.6	60.1	124	tba	tba	-	tba	-	tba	tba
D	320d xDrive Luxury Touring	-	5	35215	16199	6-M	28	tba	7.6	56.5	128	tba	tba	-	tba	-	tba	tba
D	320d xDrive Luxury Touring Auto	-	5	36765	16912	8-A	28	tba	7.6	57.6	124	tba	tba	-	tba	-	tba	tba
D	320d xDrive M Sport Touring	-	5	35015	16107	6-M	28	tba	7.6	56.5	128	tba	tba	-	tba	-	tba	tba
D	320d xDrive M Sport Touring Auto	-	5	36565	16820	8-A	28	tba	7.6	57.6	124	tba	tba	-	tba	-	tba	tba
D	330d Luxury Touring Auto	-	5	38915	19458	8-A	37	tba	5.6	53.3	138	tba	tba	-	tba	-	tba	tba
D	330d M Sport Touring Auto	-	5	38715	19358	8-A	37	tba	5.6	53.3	138	tba	tba	-	tba	-	tba	tba
D	330d xDrive Luxury Touring Auto	-	5	40430	20215	8-A	37	tba	5.4	51.4	145	tba	tba	-	tba	-	tba	tba
D	330d xDrive M Sport Touring Auto	-	5	40230	20115	8-A	37	tba	5.4	51.4	145	tba	tba	-	tba	-	tba	tba
D	335d xDrive M Sport Touring Auto	-	5	41665	20833	8-A	40	tba	4.9	49.6	151	tba	tba	-	tba	-	tba	tba
D	318d SE GT	-	5	31275	15638	6-M	24	130	9.7	61.4	122	1995	141/4000	-	236/1750	-	1615	1600
D	318d SE GT Auto	-	5	32825	16413	8-A	24	130	9.6	57.6	128	1995	141/4000	-	236/1750	-	1635	1600
D	318d Sport GT	314	5	32275	16138	6-M	24	130	9.7	61.4	122	1995	141/4000	-	236/1750	-	1615	1600
D	318d Sport GT Auto	-	5	33825	16913	8-A	24	130	9.6	57.6	128	1995	141/4000	-	236/1750	-	1635	1600
D	318d Luxury GT	-	5	33275	16638	6-M	24	130	9.7	61.4	122	1995	141/4000	-	236/1750	-	1615	1600
D	318d Luxury GT Auto	-	5	34825	17413	8-A	24	130	9.6	57.6	128	1995	141/4000	-	236/1750	-	1635	1600
D	318d M Sport GT	-	5	33525	16763	6-M	25	130	9.7	60.1	124	1995	141/4000	-	236/1750	-	1615	1600
D	318d M Sport GT Auto	-	5	35075	17538	8-A	25	130	9.6	57.6	130	1995	141/4000	-	236/1750	-	1635	1600
D	320d SE GT	-	5	32375	16188	6-M	30	143	8.0	57.6	130	1995	181/4000	-	280/1750	-	1640	1600
D	320d SE GT Auto	-	5	33925	16963	8-A	30	140	7.9	57.6	130	1995	181/4000	-	280/1750	-	1650	1600
D	320d Sport GT	-	5	33375	16688	6-M	30	143	8.0	57.6	130	1995	181/4000	-	280/1750	-	1640	1600
D	320d Sport GT Auto	-	5	34925	17463	8-A	30	140	7.9	57.6	130	1995	181/4000	-	280/1750	-	1650	1600
D	320d Luxury GT	-	5	34375	17188	6-M	30	143	8.0	57.6	130	1995	181/4000	-	280/1750	-	1640	1600
D	320d Luxury GT Auto	-	5	35925	17963	8-A	30	140	7.9	57.6	130	1995	181/4000	-	280/1750	-	1650	1600
D	320d M Sport GT	-	5	34625	17313	6-M	30	143	8.0	56.5	132	1995	181/4000	-	280/1750	-	1640	1600
D	320d M Sport GT Auto	-	5	36175	18088	8-A	30	140	7.9	56.5	132	1995	181/4000	-	280/1750	-	1650	1600
D	325d SE GT	-	5	34305	16466	6-M	34	149	7.1	54.3	136	1995	215/4000	-	332/1500	-	1675	1800
D	325d SE GT Auto	-	5	35855	17210	8-A	34	149	6.8	55.4	133	1995	215/4000	-	332/1500	-	1690	1800
D	325d Luxury GT	-	5	36305	17426	6-M	34	149	7.1	54.3	136	1995	215/4000	-	332/1500	-	1675	1800
D	325d Luxury GT Auto	-	5	37855	18170	8-A	34	149	6.8	55.4	133	1995	215/4000	-	332/1500	-	1690	1800
D	325d M Sport GT	-	5	36555	17546	6-M	34	149	7.1	54.3	138	1995	215/4000	-	332/1500	-	1675	1800
D	325d M Sport GT Auto	-	5	38105	18290	8-A	34	149	6.8	55.4	135	1995	215/4000	-	332/1500	-	1690	1800
D	330d SE GT Auto	-	5	37705	18098	8-A	40	155	5.7	54.3	137	2993	255/4000	-	413/2000	-	1735	1800
D	330d Luxury GT Auto	-	5	39705	19058	8-A	40	155	5.7	54.3	137	2993	255/4000	-	413/2000	-	1735	1800
D	330d M Sport GT Auto	-	5	39955	19178	8-A	41	155	5.7	53.3	139	2993	255/4000	-	413/2000	-	1735	1800
D	330d xDrive SE GT Auto	-	5	39220	18826	8-A	40	155	5.4	51.4	144	2993	255/4000	-	413/2000	-	1805	1800
D	330d xDrive Luxury GT Auto	-	5	41220	19786	8-A	40	155	5.4	51.4	144	2993	255/4000	-	413/2000	-	1805	1800
D	330d xDrive M Sport GT Auto	-	5	41470	19906	8-A	41	155	5.4	50.4	146	2993	255/4000	-	413/2000	-	1805	1800
D	335d xDrive Luxury GT Auto	-	5	44120	21178	8-A	42	155	4.9	49.6	149	2993	308/4300	-	443/1300	-	1820	1800
D	335d xDrive M Sport GT Auto	-	5	44370	21298	8-A	42	155	4.9	49.6	151	2993	308/4300	-	443/1300	-	1820	1800

4 Series

Rating ★★★★☆

The new name for the 3 Series Coupé. It's fantastic to drive, is roomy and well kitted out. It'll be a sure fire hit.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	418d SE Coupé	-	2	31695	16481	6-M	24	tba	8.6	67.3	110	1995	tba	-	tba	-	tba	tba
D	418d SE Coupé Auto	-	2	33245	17287	8-A	24	tba	8.6	68.9	109	1995	tba	-	tba	-	tba	tba
D	418d Sport Coupé	-	2	33195	17261	6-M	25	tba	8.6	62.8	118	1995	tba	-	tba	-	tba	tba
D	418d Sport Coupé Auto	-	2	34745	18067	8-A	25	tba	8.6	64.2	117	1995	tba	-	tba	-	tba	tba
D	418d Luxury Coupé	-	2	34195	17781	6-M	25	tba	8.6	62.8	118	1995	tba	-	tba	-	tba	tba
D	418d Luxury Coupé Auto	-	2	35745	18587	8-A	25	tba	8.6	64.2	117	1995	tba	-	tba	-	tba	tba
D	418d M Sport Coupé	-	2	34695	18041	6-M	25	tba	8.6	62.8	118	1995	tba	-	tba	-	tba	tba
D	418d M Sport Coupé Auto	-	2	36245	18847	8-A	25	tba	8.6	64.2	117	1995	tba	-	tba	-	tba	tba
D	420d SE Coupé	320	2	32495	16897	6-M	30	tba	7.3	67.3	111	1995	tba	-	tba	-	tba	tba
D	420d SE Coupé Auto	-	2	34045	17703	8-A	30	tba	7.1	70.6	106	1995	tba	-	tba	-	tba	tba
D	420d Sport Coupé	-	2	33995	17677	6-M	31	tba	7.3	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d Sport Coupé Auto	-	2	35545	18483	8-A	31	tba	7.1	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d Luxury Coupé	-	2	34995	18197	6-M	31	tba	7.3	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d Luxury Coupé Auto	-	2	36545	19003	8-A	31	tba	7.1	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d M Sport Coupé	-	2	35495	18457	6-M	31	tba	7.3	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d M Sport Coupé Auto	-	2	37045	19263	8-A	31	tba	7.1	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d xDrive SE Coupé	-	2	33995	16998	6-M	30	tba	7.4	64.2	117	1995	tba	-	tba	-	tba	tba
D	420d xDrive SE Coupé Auto	-	2	35545	17773	8-A	30	tba	7.2	64.2	117	1995	tba	-	tba	-	tba	tba
D	420d xDrive Sport Coupé	-	2	35495	17748	6-M	30	tba	7.4	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive Sport Coupé Auto	-	2	37045	18523	8-A	30	tba	7.2	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive Luxury Coupé	-	2	36495	18248	6-M	30	tba	7.4	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive Luxury Coupé Auto	-	2	38045	19023	8-A	30	tba	7.2	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive M Sport Coupé	-	2	36995	18498	6-M	30	tba	7.4	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive M Sport Coupé Auto	-	2	38545	19273	8-A	30	tba	7.2	60.1	125	1995	tba	-	tba	-	tba	tba
D	425d SE Coupé	-	2	35430	17715	6-M	33	153	6.7	56.5	131	1995	215/4400	-	332/1500	-	1565	1800
D	425d SE Coupé Auto	-	2	36980	18490	8-A	33	153	6.5	60.1	124	1995	215/4400	-	332/1500	-	1580	1800
D	425d Sport Coupé	-	2	36930	18465	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d Sport Coupé Auto	-	2	38480	19240	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	425d Luxury Coupé	-	2	37930	18965	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d Luxury Coupé Auto	-	2	39480	19740	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	425d M Sport Coupé	-	2	38430	19215	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d M Sport Coupé Auto	-	2	39980	19990	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	430d Luxury Coupé Auto	-	2	40445	20223	8-A	40	155	5.5	55.4	134	2993	255/4000	-	413/2000	-	1615	1800
D	430d M Sport Coupé Auto	-	2	40945	20473	8-A	40	155	5.5	55.4	134	2993	255/4000	-	413/2000	-	1615	1800
D	430d xDrive Luxury Coupé Auto	-	2	41960	20980	8-A	40	155	5.2	52.3	142	2993	255/4000	-	413/2000	-	1690	1800
D	430d xDrive M Sport Coupé Auto	-	2	42460	21230	8-A	40	155	5.2	52.3	142	2993	255/4000	-	413/2000	-	1690	1800
D	435d xDrive Luxury Coupé Auto	-	2	45245	20813	8-A	41	155	4.7	50.4	147	2993	308/4400	-	465/1500	-	1700	1800
D	435d xDrive M Sport Coupé Auto	-	2	45745	21043	8-A	41	155	4.7	50.4	147	2993	308/4400	-	465/1500	-	1700	1800
D	420d SE Convertible	-	2	37380	15700	6-M	31	tba	8.1	58.9	127	tba	188/tba	-	tba	-	tba	tba
D	420d SE Convertible Auto	-	2	38930	16351	8-A	31	tba	8.0	64.2	116	tba	188/tba	-	tba	-	tba	tba
D	420d Sport Convertible	-	2	38880	16330	6-M	31	tba	8.1	55.4	134	tba	188/tba	-	tba	-	tba	tba
D	420d Sport Convertible Auto	-	2	40430	16981	8-A	31	tba	8.0	60.1	124	tba	188/tba	-	tba	-	tba	tba
D	420d Luxury Convertible	-	2	39880	16750	6-M	31	tba	8.1	55.4	134	tba	188/tba	-	tba	-	tba	tba
D	420d Luxury Convertible Auto	-	2	41430	17401	8-A	31	tba	8.0	60.1	124	tba	188/tba	-	tba	-	tba	tba
D	420d M Sport Convertible	-	2	40380	16960	6-M	31	tba	8.1	55.4	134	tba	188/tba	-	tba	-	tba	tba
D	420d M Sport Convertible Auto	-	2	41930	17611	8-A	31	tba	8.0	60.1	124	tba	188/tba	-	tba	-	tba	tba
D	425d SE Convertible	-	2	39240	16481	6-M	34	tba	7.3	54.3	138	tba	215/tba	-	tba	-	tba	tba
D	425d SE Convertible Auto	-	2	40790	17132	8-A	34	tba	7.1	56.5	132	tba	215/tba	-	tba	-	tba	tba
D	425d Sport Convertible	-	2	40755	17117	6-M	34	tba	7.3	52.3	143	tba	215/tba	-	tba	-	tba	tba
D	425d Sport Convertible Auto	-	2	42305	17768	8-A	34	tba	7.1	54.3	137	tba	215/tba	-	tba	-	tba	tba
D	425d Luxury Convertible	-	2	41755	17537	6-M	34	tba	7.3	52.3	143	tba	215/tba	-	tba	-	tba	tba
D	425d Luxury Convertible Auto	-	2	43305	18188	8-A	34	tba	7.1	54.3	137	tba	215/tba	-	tba	-	tba	tba
D	425d M Sport Convertible	-	2	42255	17747	6-M	35	tba	7.3	52.3	143	tba	215/tba	-	tba	-	tba	tba
D	425d M Sport Convertible Auto	-	2	43805	18398	8-A	35	tba	7.1	54.3	137	tba	215/tba	-	tba	-	tba	tba
D	430d Luxury Convertible Auto	-	2	45200	18984	8-A	40	tba	5.9	51.4	144	tba	255/tba	-	tba	-	tba	tba
D	430d M Sport Convertible Auto	-	2	45700	19194	8-A	41	tba	5.9	51.4	144	tba	255/tba	-	tba	-	tba	tba
D	435d xDrive Luxury Convertible Auto	-	2	49100	20622	8-A	42	tba	5.2	47.9	155	tba	308/tba	-	tba	-	tba	tba
D	435d xDrive M Sport Convertible Auto	-	2	49600	20832	8-A	42	tba	5.2	47.9	155	tba	308/tba	-	tba	-	tba	tba
D	418d SE Gran Coupé	-	5	31695	14580	6-M	23	tba	9.0	65.7	114	tba	tba	-	tba	-	tba	tba
D	418d SE Gran Coupé Auto	-	5	33245	15293	8-A	23	tba	8.9	65.7	112	tba	tba	-	tba	-	tba	tba
D	418d Sport Gran Coupé	-	5	33195	15270	6-M	23	tba	9.0	62.8	118	tba	tba	-	tba	-	tba	tba
D	418d Sport Gran Coupé Auto	-	5	34745	15983	8-A	23	tba	8.9	64.2	116	tba	tba	-	tba	-	tba	tba
D	418d Luxury Gran Coupé	-	5	34195	15730	6-M	24	tba	9.0	62.8	118	tba	tba	-	tba	-	tba	tba
D	418d Luxury Gran Coupé Auto	-	5	35745	16443	8-A	24	tba	8.9	64.2	116	tba	tba	-	tba	-	tba	tba
D	418d M Sport Gran Coupé	-	5	34695	15960	6-M	24	tba	9.0	62.8	118	tba	tba	-	tba	-	tba	tba
D	418d M Sport Gran Coupé Auto	-	5	36245	16673	8-A	24	tba	8.9	64.2	116	tba	tba	-	tba	-	tba	tba
D	420d SE Gran Coupé	-	5	32495	14948	6-M	30	149	7.5	67.3	111	1995	188/4000	-	295/1750	-	1595	1600
D	420d SE Gran Coupé Auto	-	5	34045	15661	8-A	30	144	7.3	70.6	106	1995	188/4000	-	295/1750	-	1615	1600
D	420d Sport Gran Coupé	-	5	33995	15638	6-M	30	149	7.5	62.8	119	1995	188/4000	-	295/1750	-	1595	1600
D	420d Sport Gran Coupé Auto	-	5	35545	16351	8-A	30	144	7.3	65.7	114	1995	188/4000	-	295/1750	-	1615	1600
D	420d Luxury Gran Coupé	-	5	34995	16098	6-M	30	149	7.5	62.8	119	1995	188/4000	-	295/1750	-	1595	1600
D	420d Luxury Gran Coupé Auto	-	5	36545	16811	8-A	30	144	7.3	65.7	114	1995	188/4000	-	295/1750	-	1615	1600
D	420d M Sport Gran Coupé	-	5	35495	16328	6-M	30	149	7.5	62.8	119	1995	188/4000	-	295/1750	-	1595	1600
D	420d M Sport Gran Coupé Auto	-	5	37045	17041	8-A	30	144	7.3	65.7	114	1995	188/4000	-	295/1750	-	1615	1600
D	420d xDrive SE Gran Coupé	-	5	33995	15638	6-M	29	146	7.6	61.4	121	1995	188/4000	-	295/1750	-	1670	1600
D	420d xDrive SE Gran Coupé Auto	-	5	35545	16351	8-A	29	143	7.4	62.8	118	1995	188/4000	-	295/1750	-	1690	1600
D	420d xDrive Sport Gran Coupé	-	5	35495	16328	6-M	29	146	7.6	57.6	129	1995	188/4000	-	295/1750	-	1670	1600
D	420d xDrive Sport Gran Coupé Auto	-	5	37045	17041	8-A	29	143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1690	1600
D	420d xDrive Luxury Gran Coupé	-	5	36495	16788	6-M	30	146	7.6	57.6	129	1995	188/4000	-	295/1750	-	1670	1600
D	420d xDrive Luxury Gran Coupé Auto	-	5	38045	17501	8-A	30	143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1690	1600
D	420d xDrive M Sport Gran Coupé	-	5	36995	17018	6-M	30	146	7.6	57.6	129	1995	188/4000	-	295/1750	-	1670	1600
D	420d xDrive M Sport Gran Coupé Auto	-	5	38545	17731	8-A	30	143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1690	1600
D	430d Luxury Gran Coupé Auto	-	5	40445	18605	8-A	39	155	5.6	53.3	139	2993	255/4000	-	413/1500	-	1680	1800
D	430d M Sport Gran Coupé Auto	-	5	40945	18835	8-A	40	155	5.6	53.3	139	2993	255/4000	-	413/1500	-	1680	1800
D	430d xDrive Luxury Gran Coupé Auto	-	5	41960	19302	8-A	39	155	5.3	51.4	145	2993	255/4000	-	413/1500	-	1750	1800
D	430d xDrive M Sport Gran Coupé Auto	-	5	42460	19532	8-A	39	155	5.3	51.4	145	2993	255/4000	-	413/1500	-	1750	1800
D	435d xDrive Luxury Gran Coupé Auto	-	5	45245	20813	8-A	41	155	4.8	49.6	150	2993	308/4000	-	465/1500	-	1760	1800
D	435d xDrive M Sport Gran Coupé Auto	-	5	45745	21043	8-A	41	155	4.8	49.6	150	2993	308/4000	-	465/1500	-	1760	1800

5 Series

Rating ★★★★½

Subtle refinements to 5 Series mean lower running costs. It's beautifully built and suitably luxurious.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	518d SE	-	4	30865	15433	6-M	30	135	9.5	65.7	114	1995	148/4000	-	266/1750	-	1690	1800
D	518d SE Auto	-	4	32415	16208	8-A	30	134	9.4	67.3	110	1995	148/4000	-	266/1750	-	1700	2000
D	518d Luxury	-	4	33665	16833	6-M	31	135	9.5	62.8	119	1995	148/4000	-	266/1750	-	1690	1800
D	518d Luxury Auto	-	4	35215	17608	8-A	31	134	9.4	64.2	115	1995	148/4000	-	266/1750	-	1700	2000
D	518d M Sport	-	4	33665	16833	6-M	31	135	9.5	60.1	124	1995	148/4000	-	266/1750	-	1690	1800
D	518d M Sport Auto	-	4	35215	17608	8-A	31	134	9.4	61.4	120	1995	148/4000	-	266/1750	-	1700	2000
D	520d SE	-	4	32365	15535	6-M	34	147	7.9	65.7	114	1995	188/4000	-	295/1750	-	1695	1800
D	520d SE Auto	340	4	33915	16279	8-A	34	145	7.7	68.9	109	1995	188/4000	-	295/1750	-	1705	2000
D	520d Luxury	-	4	35165	16879	6-M	36	147	7.9	62.8	119	1995	188/4000	-	295/1750	-	1695	1800
D	520d Luxury Auto	-	4	36715	17623	8-A	36	145	7.7	65.7	114	1995	188/4000	-	295/1750	-	1705	2000
D	520d M Sport	-	4	35165	16879	6-M	36	147	7.9	60.1	124	1995	188/4000	-	295/1750	-	1695	1800
D	520d M Sport Auto	-	4	36715	17623	8-A	36	145	7.7	62.8	119	1995	188/4000	-	295/1750	-	1705	2000
D	525d SE	-	4	36980	15532	6-M	39	154	7.0	57.6	129	1995	215/4400	-	332/1500	-	1725	2000
D	525d SE Auto	-	4	38530	16183	8-A	39	150	6.9	60.1	123	1995	215/4400	-	332/1500	-	1730	2000
D	525d Luxury	-	4	39910	16762	6-M	40	154	7.0	55.4	134	1995	215/4400	-	332/1500	-	1725	2000
D	525d Luxury Auto	-	4	41460	17413	8-A	40	150	6.9	57.6	128	1995	215/4400	-	332/1500	-	1730	2000
D	525d M Sport	-	4	39910	16762	6-M	40	154	7.0	53.3	139	1995	215/4400	-	332/1500	-	1725	2000
D	525d M Sport Auto	-	4	41460	17413	8-A	40	150	6.9	56.5	133	1995	215/4400	-	332/1500	-	1730	2000
D	530d SE Auto	-	4	41455	17411	8-A	43	155	5.8	55.4	134	2993	255/4000	-	398/1500	-	1785	2000
D	530d Luxury Auto	-	4	44255	18587	8-A	43	155	5.8	53.3	139	2993	255/4000	-	398/1500	-	1785	2000
D	530d M Sport Auto	-	4	44270	18593	8-A	43	155	5.8	51.4	144	2993	255/4000	-	398/1500	-	1785	2000
D	535d Luxury Auto	-	4	48920	18590	8-A	45	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1810	2000
D	535d M Sport Auto	-	4	48920	18590	8-A	45	155	5.3	50.4	148	2993	308/4400	-	465/1500	-	1810	2000
PE	ActiveHybrid 5 SE Auto	-	4	47790	19116	8-A	44	155	5.9	44.1	149	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 Luxury Auto	-	4	48825	19530	8-A	44	155	5.9	41.5	159	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 M Sport Auto	-	4	50625	20250	8-A	44	155	5.9	40.4	163	2979	302/5800	54	295/1200	155	1925	0
D	518d SE Touring	-	5	33065	16533	6-M	30	130	9.9	60.1	122	1995	148/4000	-	266/1750	-	1795	2000
D	518d SE Touring Auto	-	5	34615	17308	8-A	30	130	9.8	62.8	118	1995	148/4000	-	266/1750	-	1805	2000
D	518d Luxury Touring	-	5	35865	17933	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d Luxury Touring Auto	-	5	37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	518d M Sport Touring	-	5	35865	17933	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d M Sport Touring Auto	-	5	37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	520d SE Touring	-	5	34565	16591	6-M	34	142	8.1	61.4	122	1995	188/4000	-	295/1750	-	1800	1800

5 Series (continued)

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D 520d SE Touring Auto	-	5	36115	17335	8-A	34	140	8.0	62.8	118	1995	188/4000	-	295/1750	-	1810	2000
D 520d Luxury Touring	-	5	37365	17935	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D 520d Luxury Touring Auto	-	5	38915	18679	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D 520d M Sport Touring	-	5	37365	17935	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D 520d M Sport Touring Auto	-	5	38915	18679	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D 525d SE Touring	-	5	39310	16510	6-M	39	149	7.2	54.3	136	1995	215/4400	-	332/1500	-	1825	2000
D 525d SE Touring Auto	-	5	40860	17161	8-A	39	147	7.1	57.6	129	1995	215/4400	-	332/1500	-	1835	2000
D 525d Luxury Touring	-	5	42125	17693	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D 525d Luxury Touring Auto	-	5	43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D 525d M Sport Touring	-	5	42125	17693	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D 525d M Sport Touring Auto	-	5	43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D 530d SE Touring Auto	-	5	43655	18335	8-A	43	155	5.9	53.3	139	2993	255/4000	-	398/1500	-	1895	2000
D 530d Luxury Touring Auto	-	5	46470	19517	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D 530d M Sport Touring Auto	-	5	46470	19517	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D 535d Luxury Touring Auto	-	5	51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D 535d M Sport Touring Auto	-	5	51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D 520d SE Gran Turismo Auto	-	5	38045	17501	8-A	33	133	8.9	50.4	148	1995	181/4000	-	280/1750	-	1990	2100
D 520d Luxury Gran Turismo Auto	-	5	40845	18789	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D 520d M Sport Gran Turismo Auto	-	5	40845	18789	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D 530d SE Gran Turismo Auto	-	5	46965	20665	8-A	43	152	6.2	47.1	157	2993	255/4000	-	413/1500	-	2015	2100
D 530d Luxury Gran Turismo Auto	-	5	48965	21545	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D 530d M Sport Gran Turismo Auto	-	5	49765	21897	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D 535d Luxury Gran Turismo Auto	-	5	51885	22829	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100
D 535d M Sport Gran Turismo Auto	-	5	52685	23181	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100

6 Series
Rating ★★★★½

Exquisitely appointed and impressively refined, it makes a great case for all grand tourers to be diesel powered.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D 640d SE Coupé Auto	-	2	62295	23672	8-A	50	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1815	0
D 640d M Sport Coupé Auto	-	2	65895	25040	8-A	50	155	5.3	51.4	147	2993	308/4400	-	465/1500	-	1815	0
D 640d SE Convertible Auto	-	2	68195	25914	8-A	50	155	5.5	50.4	149	2993	308/4400	-	465/1500	-	1935	0
D 640d M Sport Convertible Auto	339	2	71530	27181	8-A	50	155	5.5	48.7	153	2993	308/4400	-	465/1500	-	1935	0
D 640d SE Gran Coupé Auto	-	2	62295	24918	8-A	50	155	5.4	51.4	147	2993	308/4400	-	465/1500	-	1885	0
D 640d M Sport Gran Coupé Auto	-	2	65930	26372	8-A	50	155	5.4	49.6	152	2993	308/4400	-	465/1500	-	1885	0

New 7 Series
Rating COMING SOON

It's a technical tour-de-force, crammed with equipment and more economical than before. We've yet to test it.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D 730d Auto	-	4	64530	23231	8-A	tba	155	6.1	60.1	124	2993	261/tba	-	457/tba	-	tba	tba
D 730d M Sport Auto	-	4	68180	24545	8-A	tba	155	6.1	57.6	129	2993	261/tba	-	457/tba	-	tba	tba
D 730d xDrive Auto	-	4	67260	24214	8-A	tba	155	5.8	56.5	132	2993	261/tba	-	457/tba	-	tba	tba
D 730d xDrive M Sport Auto	-	4	70910	25528	8-A	tba	155	5.8	54.3	137	2993	261/tba	-	457/tba	-	tba	tba
D 730Ld Auto	-	4	68480	24653	8-A	tba	155	6.2	58.9	127	2993	261/tba	-	457/tba	-	tba	tba
D 730Ld M Sport Auto	-	4	72260	26014	8-A	tba	155	6.2	56.5	132	2993	261/tba	-	457/tba	-	tba	tba

New X1
Rating COMING SOON

Good to drive and less imposing than most crossovers. It's also now plusher inside than before.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D sDrive18d SE	-	5	28330	12465	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
D sDrive18d SE Auto	-	5	29880	13147	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
D sDrive18d Sport	-	5	29830	13125	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
D sDrive18d Sport Auto	-	5	31380	13807	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
D sDrive18d xLine	-	5	31330	13785	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
D sDrive18d xLine Auto	-	5	32880	14467	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
D sDrive18d M Sport	-	5	tba	tba	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
D sDrive18d M Sport Auto	-	5	tba	tba	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
D xDrive20d Sport	-	5	32180	14803	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
D xDrive20d Sport Auto		5	33730	15516	8-A	tba	tba	7.6	57.6	128	1995	188/tba	-	tba	-	tba	tba
D xDrive20d xLine	-	5	33680	15493	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
D xDrive20d xLine Auto	-	5	35230	16206	8-A	tba	tba	7.6	57.6	128	1995	188/tba	-	tba	-	tba	tba
D xDrive20d M Sport	-	5	tba	tba	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
D xDrive20d M Sport Auto	-	5	tba	tba	8-A	tba	tba	7.6	57.6	128	1995	188/tba	-	tba	-	tba	tba
D xDrive25d xLine Auto	-	5	36060	16588	8-A	tba	tba	6.6	56.5	132	1995	228/tba	-	tba	-	tba	tba
D xDrive25d M Sport Auto	-	5	tba	tba	8-A	tba	tba	6.6	56.5	132	1995	228/tba	-	tba	-	tba	tba

X3
Rating ★★★★

X3 fans will approve, with better kit, improved driving experience and kinder mpg figures.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D xDrive20d SE	-	5	33795	18925	6-M	30	130	8.1	55.4	135	1995	188/4000	-	295/1750	-	1805	2000
D xDrive20d SE Auto	-	5	35320	19779	8-A	30	130	8.1	57.6	129	1995	188/4000	-	295/1750	-	1820	2400
D xDrive20d xLine	-	5	35295	19765	6-M	30	130	8.1	55.4	135	1995	188/4000	-	295/1750	-	1805	2000
D xDrive20d xLine Auto	-	5	36820	20619	8-A	30	130	8.1	57.6	129	1995	188/4000	-	295/1750	-	1820	2400
D xDrive20d M Sport	-	5	36795	20605	6-M	31	130	8.1	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D xDrive20d M Sport Auto	337	5	38455	21535	8-A	31	130	8.1	54.3	136	1995	188/4000	-	295/1750	-	1820	2400
D xDrive30d SE Auto	-	5	40295	22565	8-A	39	144	5.9	49.6	149	2993	255/4000	-	413/1500	-	1895	2400
D xDrive30d xLine Auto	-	5	41795	23405	8-A	40	144	5.9	49.6	149	2993	255/4000	-	413/1500	-	1895	2400
D xDrive30d M Sport Auto	-	5	43295	24245	8-A	40	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D xDrive35d M Sport Auto	-	5	45895	26619	8-A	43	152	5.3	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X4
Rating ★★★★

It's an X3 in a tracksuit and trainers. Bolder, sexier styling puts the sport in sports utility vehicle.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D xDrive20d SE	-	5	37395	21689	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D xDrive20d SE Auto	-	5	39055	22652	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D xDrive20d xLine	-	5	38895	22559	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D xDrive20d xLine Auto	-	5	40555	23522	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D xDrive20d M Sport	-	5	40395	23429	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D xDrive20d M Sport Auto	-	5	42055	24392	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D xDrive30d xLine Auto	-	5	45395	26329	8-A	40	145	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D xDrive30d M Sport Auto	-	5	46895	27199	8-A	40	145	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D xDrive35d M Sport Auto	-	5	49495	28707	8-A	43	153	5.2	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X5
Rating ★★★★½

A more efficient way to carry five plus two kids than ever before, with two-wheel offered for the first time.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE xDrive40e SE Auto	-	5	51845	26959	8-A	41	130	6.8	85.6	77	1997	241/5000	111	258/1250	184	2230	2700
PE xDrive40e M Sport Auto	-	5	56545	29403	8-A	42	130	6.8	83.1	78	1997	241/5000	111	258/1250	184	2230	2700
D sDrive25d SE Auto	-	5	44280	23026	8-A	37	136	7.7	53.3	139	1995	228/4400	-	369/1500	-	1995	2700
D sDrive25d M Sport Auto	-	5	48195	25061	8-A	37	136	7.7	52.3	141	1995	228/4400	-	369/1500	-	1995	2700
D xDrive25d SE Auto	-	5	46565	24214	8-A	37	136	7.7	50.4	154	1995	228/4400	-	369/1500	-	2040	2700
D xDrive25d M Sport Auto	-	5	51265	26658	8-A	38	136	7.7	50.4	156	1995	228/4400	-	369/1500	-	2040	2700
D xDrive30d SE Auto	-	5	49365	25670	8-A	42	142	6.8	47.9	156	2993	255/4000	-	413/1500	-	2070	3500
D xDrive30d M Sport Auto	-	5	54065	28114	8-A	42	142	6.8	47.1	158	2993	255/4000	-	413/1500	-	2070	3500
D xDrive40d SE Auto	-	5	52025	28094	8-A	43	147	5.9	47.1	157	2993	308/4400	-	465/1500	-	2110	3500
D xDrive40d M Sport Auto	-	5	56725	30632	8-A	44	147	5.9	47.1	159	2993	308/4400	-	465/1500	-	2110	3500
D M50d Auto	-	5	65040	32520	8-A	47	155	5.3	42.8	173	2993	375/4000	-	546/2000	-	2190	3500

New X6
Rating ★★★★

Comprehensively upgraded with more frugal engines, but sticks with the 4x4 coupé fusion idea.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D xDrive30d SE Auto	-	5	51615	25808	8-A	41	143	6.7	47.1	157	2993	255/4000	-	413/1500	-	2140	3500
D xDrive30d M Sport Auto	338	5	56315	28158	8-A	42	143	6.7	47.1	159	2993	255/4000	-	413/1500	-	2140	3500
D xDrive40d SE Auto	-	5	54275	27138	8-A	44	149	5.8	45.6	163	2993	309/4400	-	465/1500	-	2180	3500
D xDrive40d M Sport Auto	-	5	58975	29488	8-A	45	149	5.8	44.8	165	2993	309/4400	-	465/1500	-	2180	3500
D M50d Auto	-	5	67390	33695	8-A	48	155	5.2	42.8	174	2993	375/4000	-	546/2000	-	2260	3500

i3
Rating ★★★★

Kickstarts BMW's new i brand in an affordable package, for a BMW. It's desirable, well designed and efficient too.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	317	5	25980	8314	1-A	21	93	7.2	(118)	0	-	-	168	-	184	1270	0
PE with Range Extender	-	5	29130	9322	1-A	21	93	7.9	470.8	13	647	36/4800	168	40/4500	184	1390	0

i8
Rating ★★★★

Ground breaking hybrid supercar is great to drive, reasonably priced and makes sense for business users.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	327	2	99540	54747	6-A	50	155	4.4	134.5	49	1499	228/5800	129	236/3700	184	1485	0

CITROËN

UK dealers: 193 **Warranty:** 3 years/60,000miles
Servicing: 12,500miles (2.0 HDi 20,000miles) All C4 Cactus and Picasso models 16,000miles (Puretech and BlueHDi engines variable schedule)

C-Zero
Rating ★★★

Keen about town, Citroën's four-seater is a winning choice for city transportation, but is pretty pricey.

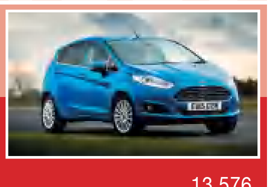
Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	-	5	21216	5940	1-A	28	80	15.9	(93)	0	-	-	66	-	133	1120	0

C1
Rating ★★★★

Baby Citroën is all grown up, with funky looks, option of an open roof, and frugal engines. It's great to drive, too.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P Touch VTi 68	-	3	8345	3505	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P Feel VTi 68	-	3	9595	4030	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P Feel VTi 68	-	5	9995	4198	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P Feel PureTech 82	-	3	9945	4177	5-M	10	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Feel PureTech 82	-	5	10345	4345	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Flair VTi 68	-	3	10535	4425	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P Flair VTi 68	-	5	10935	4593	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P Flair VTi 68 ETG	-	5	11185	4698	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P Flair PureTech 82	-	3	10635	4467	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Flair PureTech 82	-	5	11035	4635	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Flair Edition PureTech 82	-	3	12015	5046	5-M	12	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Flair Edition PureTech 82	-	5	12415	5214	5-M	12	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Airscape Feel VTi 68	-	3	10595	4450	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P Airscape Feel VTi 68	-	5	10995	4618	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P Airscape Feel PureTech 82	334	5	11345	4765	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Airscape Feel Edition Sunrise PureTech 82	-	5	11795	4954	5-M	13	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Airscape Feel Edition Lagoon PureTech 82	-	5	11795	4954	5-M	13	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Airscape Flair VTi 68	-	3	11535	4845	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P Airscape Flair VTi 68	-	5	11935	5013	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P Airscape Flair VTi 68 ETG	-	5	12185	5118	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P Airscape Flair PureTech 82	-	3	11635	4887	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P Airscape Flair PureTech 82	-	5	12035	5055	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0

CHART TOPPERS
BEST-SELLING DIESEL SMALL HATCHBACKS IN 2014



1	Ford Fiesta	13,576
2	Renault Clio	10,841
3	DS 3	9,392
4	Audi A1	8,861
5	Peugeot 208	8,831

C3
Rating ★★★½

Won't beat Fiesta for driving edge but oozes style and quality, with a large dollop of French charm.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D VT BlueHDi 75	-	5	13425	5102	5-M	16	106	11.3	80.7	90	1560	74/3750	-	170/1750	-	1155	1150
P VTR+ PureTech 82 ETG	-	5	14135	4806	6-A	12	110	14.4	65.7	99	1199	80/5750	-	87/2750	-	1055	1100
D VTR+ BlueHDi 75	-	5	14785	5618	5-M	16	106	11.3	80.7	90	1560	74/3750	-	170/1750	-	1155	1150
D Selection BlueHDi 75	-	5	15135	5751	5-M	16	106	11.3	80.7	90	1560	74/3750	-	170/1750	-	1155	1150
D Exclusive BlueHDi 100	-	5	16790	5709	5-M	19	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1280	1150

New Berlingo Multispace
Rating ★★★½

Best-selling van-based MPV in the UK is truly enormous inside, and has the road manners and technology of a car.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D Feel BlueHDi 75 (5-seat)	-	5	15440	6485	5-M	12	97	15.1	65.7	113	1560	74/3500	-	170/1750	-	1585	1300
D Feel BlueHDi 100 (5-seat)	-	5	16040	6737	5-M	14	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D Feel BlueHDi 100 (7-seat)	-	5	16890	7094	5-M	14	103	13.4	65.7	113	1560	98/3750	-	187/1750	-	1615	1200
D Feel BlueHDi 100 ETG6 (5-seat)	-	5	16740	7031	6-A	14	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D Feel Edition BlueHDi 100 (5-seat)	-	5	16840	7073	5-M	15	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D Feel Edition BlueHDi 100 (5-seat)	-	5	16990	7136	5-M	15	103	12.4	68.9	109	1560	98/3750	-	187/1750	-	1590	1300
D Feel Edition BlueHDi 100 ETG6 (5-seat)	-	5	17540	7367	6-A	14	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D XTR BlueHDi 100 (5-seat)	-	5	17740	7451	5-M	15	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D XTR BlueHDi 100 (5-seat)	-	5	17890	7514	5-M	15	103	12.4	68.9	109	1560	98/3750	-	187/1750	-	1590	1300
D XTR BlueHDi 100 ETG6 (5-seat)	-	5	18440	7745	6-A	15	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D XTR BlueHDi 120 (5-seat)	-	5	18540	8158	6-M	17	109	11.4	64.2	115	1560	118/3500	-	221/1750	-	1630	1300

C3 Picasso
Rating ★★★★

A gem to look at and spacious and practical too. Engines are strong and won't punish at the pumps.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D VTR+ BlueHDi 100	-	5	16620	6316	5-M	16	111	13.3	72.4	101	1560	98/3750	-	187/1750	-	1420	900
D Selection BlueHDi 100	-	5	17170	6525	5-M	16	111	13.3	72.4	101	1560	98/3750	-	187/1750	-	1420	900
D Exclusive BlueHDi 100	-	5	17720	6734	5-M	16	111	13.3	72.4	101	1560	98/3750	-	187/1750	-	1420	900

C4 Cactus (CAR OF THE YEAR 2015)
Rating ★★★★

Sets the tone for the future of Citroën cars. It's funky, ultra cool and affordable, and pretty practical, too.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P Feel PureTech 82 ETG	-	5	15390	5848	5-A	7	107	15.0	65.7	98	1199	80/5750	-	87/2750	-	975	725
D Feel BlueHDi 100	-	5	16690	6342	5-M	18	114	10.7	83.1	90	1560	98/3750	-	187/1750	-	1070	825
D Feel BlueHDi 100	-	5	16690	6342	5-M	18	114	10.7	91.1	82	1560	98/3750	-	187/1750	-	1070	825
P Flair PureTech 82 ETG	-	5	16790	6380	5-A	8	107	15.0	65.7	100	1199	80/5750	-	87/2750	-	975	725
D Flair BlueHDi 100	331	5	18090	6874	5-M	18	114	10.7	80.7	92	1560	98/3750	-	187/1750	-	1070	825

New C4
Rating ★★★½

Updated with engines that are kind to the pocket. Won't set your pulse racing, focussing on comfort instead.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D Touch BlueHDi 100	-	5	16745	6028	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550
D Feel BlueHDi 100	-	5	17345	6244	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550
D Feel BlueHDi 100	-	5	17545	6316	5-M	20	111	11.5	85.6	86	1560	98/3750	-	187/1750	-	1205	1550
D Feel BlueHDi 120 Auto	-	5	19345	7351	6-A	24	122	11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450
D Flair BlueHDi 100	-	5	18345	6604	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550
D Flair BlueHDi 120	-	5	19145	7275	6-M	25	122	10.6	78.5	95	1560	118/3500	-	221/1750	-	1280	1550
D Flair BlueHDi 120 Auto	-	5	20345	7731	6-A	24	122	11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450
D Flair BlueHDi 150	-	5	20045	7216	6-M	29	128	8.8	74.3	98	1997	148/4000	-	273/2000	-	1360	1750

C4 Picasso (LONG TERM TEST)
Rating ★★★★½

Bold styling and a significant uplift in quality mark this C4 Picasso as being the best yet.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D VTR BlueHDi 100	-	5	18725	7490	5-M	15	109	12.7	74.3	99	1560	98/3750	-	187/1750	-	1296	1400
D VTR+ BlueHDi 100	-	5	20025	8010	5-M	15	109	12.7	74.3	99	1560	98/3750	-	187/1750	-	1296	1400
D VTR+ BlueHDi 120	-	5	20785	8314	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D VTR+ BlueHDi 120 Auto	-	5	22135	8854	6-A	20	117	11.2	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D Selection BlueHDi 120	-	5	21210	8484	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D Exclusive BlueHDi 120	-	5	22085	8834	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D Exclusive BlueHDi 120 Auto	-	5	23435	9374	6-A	20	117	11.2	72.4	101	1560	118/3500	-	221/1750	-	1320	1600
D Exclusive BlueHDi 150	-	5	23050	9681	6-M	24	130	9.7	72.4	102	1997	148/4000	-	273/2000	-	1415	1700
D Exclusive BlueHDi 150 Auto	-	5	24400	10248	6-A	24	129	10.2	65.7	112	1997	148/4000	-	273/2000	-	1476	1700
D Exclusive+ BlueHDi 120	-	5	24445	9778	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D Exclusive+ BlueHDi 120 Auto	-	5	25795	10318	6-A	20	117	11.2	72.4	101	1560	118/3500	-	221/1750	-	1320	1600
D Exclusive+ BlueHDi 150	-	5	25410	10672	6-M	24	130	9.7	70.6	105	1997	148/4000	-	273/2000	-	1415	1700
D Exclusive+ BlueHDi 150 Auto	-	5	26760	11239	6-A	24	129	10.2	64.2	115	1997	148/4000	-	273/2000	-	1476	1700
D Grand VTR BlueHDi 100	-	5	20425	8987	5-M	14	109	13.1	74.3	99	1560	98/3750	-	187/1750	-	1320	1300
D Grand VTR+ BlueHDi 100	-	5	21725	9559	5-M	14	109	13.1	74.3	99	1560	98/3750	-	187/1750	-	1320	1300
D Grand VTR+ BlueHDi 120	-	5	22485	9893	6-M	21	117	11.6	70.6	105	1560	118/3500	-	221/1750	-	1347	1500
D Grand VTR+ BlueHDi 120 Auto	-	5	23835	10487	6-A	21	117	11.5	72.4	103	1560	118/3500	-	221/1750	-	1359	1500
D Grand Selection BlueHDi 120	-	5	22910	10080	6-M	21	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D Grand Exclusive BlueHDi 120	-	5	23785	10465	6-M	19	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D Grand Exclusive BlueHDi 120 Auto	-	5	25135	11059	6-A	19	117	11.5	68.9	105	1560	118/3500	-	221/1750	-	1359	1500
D Grand Exclusive BlueHDi 150	-	5	24750	10395	6-M	24	130	9.8	72.4	102	1997	148/4000	-	273/2000	-	1430	1700
D Grand Exclusive BlueHDi 150 Auto	-	5	26100	10962	6-A	24	128	10.2	65.7	112	1997	148/4000	-	273/2000	-	1476	1600
D Grand Exclusive+ BlueHDi 120	-	5	26145	11504	6-M	20	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D Grand Exclusive+ BlueHDi 120 Auto	-	5	27495	12098	6-A	20	117	11.5	68.9	105	1560	118/3500	-	221/1750	-	1359	1500
D Grand Exclusive+ BlueHDi 150	-	5	27110	11386	6-M	25	130	9.8	70.6	105	1997	148/4000	-	273/2000	-	1430	1700
D Grand Exclusive+ BlueHDi 150 Auto	-	5	28460	11953	6-A	25	128	10.2	64.2	115	1997	148/4000	-	273/2000	-	1476	1600

C5 (LONG TERM TEST)
Rating ★★★

Good looking large car with exceptional refinement and strong, smooth and frugal engines.

Power / Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D VTR+ Techno Pack BlueHDi 150	-	4	24150	7728	6-M	30	tba	tba	tba	106	1997	148/tba	-	tba	-	tba	tba
D Exclusive Techno Pack BlueHDi 150	-	4	25750	8240	6-M	31	tba	tba	tba	106	1997	148/tba	-	tba	-	tba	tba
D Exclusive Techno Pack BlueHDi 180 Auto	-	4	28165	9013	6-A	33	tba	tba	tba	114	1997	178/tba	-	tba	-	tba	tba
D Tourer VTR+ Techno Pack BlueHDi 150	-	5	25260	8588	6-M	30	tba	tba	tba	110	1997	148/tba	-	tba	-	tba	tba
D Tourer Exclusive Techno Pack BlueHDi 150	-	5	26860	9132	6-M	31	tba	tba	tba	110	1997	148/tba	-	tba	-	tba	tba
D Tourer Exclusive Techno Pack BlueHDi 180 Auto	-	5	29275	9954	6-A	33	tba	tba	tba	114	1997	178/tba	-	tba	-	tba	tba

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

DACIA

UK dealers: 151 **Warranty:** 3 years/60,000miles **Servicing:** 12,000miles

Sandero
Rating ★★★½

Does cheap spell nasty? In short, no. It's pretty good, but a shame that the 99g/km diesel isn't available in base spec.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Ambiance dCi 90	-	5	8595	3954	5-M	8	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Lauréate dCi 90	310	5	9795	4506	5-M	10	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Midnight dCi 90	-	5	10345	4759	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Lauréate Prime dCi 90	-	5	10295	4736	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Stepway Ambiance dCi 90	-	5	9395	4322	5-M	10	104	11.8	70.6	105	1461	89/3750	-	162/1750	-	1083	1100
D	Stepway Lauréate dCi 90	-	5	10995	5058	5-M	11	104	11.8	70.6	105	1461	89/3750	-	162/1750	-	1083	1100

Logan
Rating ★★★½

Britain's most affordable estate is exceptionally spacious and a decent drive. No frills space has never been so cheap.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	MCV Ambiance dCi 90	-	5	9595	4414	5-M	11	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150
D	MCV Lauréate dCi 90	319	5	10795	4966	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150
D	MCV Lauréate Prime dCi 90	-	5	11295	5196	5-M	11	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150

New Duster
Rating ★★★½

Save thousands compared to a Qashqai, and get a capable car that's stupendously good value for money.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Ambiance dCi 110 4x2	-	5	11995	6477	6-M	10	105	11.8	64.2	115	1461	107/4000	-	192/1750	-	1245	1500
D	Ambiance dCi 110 4x4	-	5	13995	7277	6-M	10	104	12.4	60.1	123	1461	107/4000	-	192/1750	-	1325	1500
D	Lauréate dCi 110 4x2	-	5	13495	7287	6-M	11	105	11.8	64.2	115	1461	107/4000	-	192/1750	-	1245	1500
D	Lauréate dCi 110 4x4	-	5	15495	8057	6-M	10	104	12.4	60.1	123	1461	107/4000	-	192/1750	-	1325	1500
D	Lauréate Prime dCi 110 4x2	-	5	13995	7557	6-M	12	105	11.8	64.2	115	1461	107/4000	-	192/1750	-	1245	1500
D	Lauréate Prime dCi 110 4x4	-	5	15995	8317	6-M	11	104	12.4	60.1	123	1461	107/4000	-	192/1750	-	1325	1500

DS AUTOMOBILES

UK dealers: 193 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule

DS 3
Rating ★★★★½

Modest changes reaffirm the DS3 as 'the' classy supermini. Entertaining to drive, practical and good value, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	DStyle BlueHDi 100	-	3	16595	7634	5-M	22	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1085	1150
D	DStyle BlueHDi 120	-	3	17195	7910	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	DStyle Nav BlueHDi 100	-	3	17595	8094	5-M	22	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1085	1150
D	1955 Limited Edition BlueHDi 100	-	3	19695	9060	5-M	24	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1085	1150
D	DSport BlueHDi 120	329	3	19295	8876	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	Ultra Prestige BlueHDi 120	-	3	20995	9658	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	Cabrio DStyle BlueHDi 100	-	2	18595	8554	5-M	23	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio DStyle Nav BlueHDi 100	-	2	19595	9014	5-M	23	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio 1955 Limited Edition BlueHDi 100	-	2	21895	10072	5-M	tba	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio DSport BlueHDi 120	-	2	21295	9796	6-M	26	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1275	1150

LONG TERM TEST

DS 4
Rating ★★★½

Think C4 dressed up for a wild night out. Despite the funky outfit, it's also relatively practical.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	DSign BlueHDi 120	-	5	19895	9152	6-M	21	117	11.2	tba	100	1560	118/3500	-	221/1750	-	1465	1550
D	DStyle Nav BlueHDi 120	-	5	22495	10348	6-M	21	117	11.2	72.4	103	1560	118/3500	-	221/1750	-	1465	1550
D	DStyle Nav BlueHDi 120 Auto	-	5	23695	10900	6-A	21	tba	tba	tba	108	1560	118/3500	-	221/1750	-	tba	tba
D	DStyle Nav BlueHDi 150	-	5	23445	9847	6-M	25	128	8.8	57.6	103	1997	148/4000	-	273/2000	-	1540	1550
D	DStyle Nav BlueHDi 180 Auto	-	5	25710	10798	6-A	27	134	8.6	64.2	115	1997	178/3750	-	295/2000	-	1575	1550
D	1955 Limited Edition BlueHDi 120	-	5	24595	11314	6-M	22	117	11.2	72.4	103	1560	118/3500	-	221/1750	-	1465	1550
D	DSport BlueHDi 150	-	5	24330	10219	6-M	25	128	8.8	57.6	103	1997	148/4000	-	273/2000	-	1540	1550
D	DSport BlueHDi 180 Auto	-	5	26590	11168	6-A	28	134	8.6	64.2	115	1997	178/3750	-	295/2000	-	1575	1550

New DS 5
Rating ★★★½

First of a new generation of DS models, sans chevrons. A heavy dose of French glamour and upmarket glitz.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Elegance BlueHDi 120	-	5	25980	11951	6-M	25	119	12.7	70.6	104	1560	118/3500	-	221/1750	-	1605	1400
D	Elegance BlueHDi 150	-	5	27140	12484	6-M	29	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1700	1500
D	Elegance BlueHDi 180 Auto	-	5	29620	13625	6-A	33	137	9.9	64.2	114	1997	178/3750	-	295/2000	-	1725	1500
DE	Elegance Hybrid4x4 200 Auto	-	5	32470	14936	6-A	28	131	9.3	72.4	103	1997	161/3850	36	221/1750	148	1856	800
D	1955 Limited Edition BlueHDi 150	-	5	29600	13616	6-M	30	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1700	1500
D	Prestige BlueHDi 150	-	5	29560	13598	6-M	30	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1700	1500
D	Prestige BlueHDi 180 Auto	-	5	32040	14738	6-A	33	137	9.9	64.2	114	1997	178/3750	-	295/2000	-	1725	1500
DE	Prestige Hybrid4x4 200 Auto	-	5	34890	16049	6-A	29	131	9.3	72.4	103	1997	161/3850	36	221/1750	148	1856	800

FIAT

UK dealers: 160 **Warranty:** 3 years/Unlimited mileage **Servicing:** 21,000miles (500 18,000miles)

New 500
Rating COMING SOON

Cutesy styling mildly updated for 2015, but it's still well priced, fun and frugal and appealing to a wide range of buyers.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Pop Star 0.9 TwinAir	-	3	13065	5226	5-M	tba	107	11.0	74.3	90	875	84/5500	-	107/1900	-	930	800
P	Pop Star 0.9 TwinAir Dualogic	-	3	13815	5526	5-A	tba	107	11.0	74.3	88	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir	-	3	13940	5576	5-M	tba	107	11.0	74.3	90	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir Dualogic	-	3	14690	5876	5-A	tba	107	11.0	74.3	88	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir	-	3	14420	5768	6-M	tba	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
P	C Pop Star 0.9 TwinAir	-	3	15715	6915	5-M	tba	107	11.0	74.3	90	875	84/5500	-	107/1900	-	970	800
P	C Pop Star 0.9 TwinAir Dualogic	-	3	16465	7245	5-A	tba	107	11.0	74.3	88	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir	-	3	16590	7300	5-M	tba	107	11.0	74.3	90	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir Dualogic	-	3	17340	7630	5-A	tba	107	11.0	74.3	88	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir	-	3	17070	7511	6-M	tba	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800

500
Rating ★★★½

Fashionable, fun and frugal tribute to Fiat's heritage. Cute and appealing, and unlike MINI, prices are sensible.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Pop Star 0.9 TwinAir	-	3	12865	6433	5-M	10	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	Pop Star 0.9 TwinAir Dualogic	-	3	13615	6808	5-A	10	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	Pop Star 0.9 TwinAir	-	3	13345	6139	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	Pop Star 1.3 MultiJet	-	3	13965	5865	5-M	15	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800
P	Lounge 0.9 TwinAir	-	3	13740	6595	5-M	10	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir Dualogic	-	3	14490	6955	5-A	10	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir	-	3	14220	6541	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	Lounge 1.3 MultiJet	330	3	14840	6826	5-M	15	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	980	800
P	S 0.9 TwinAir	-	3	13890	6667	5-M	12	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	S 0.9 TwinAir Dualogic	-	3	14640	7027	5-A	12	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	S 0.9 TwinAir	-	3	14370	6610	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	S 1.3 MultiJet	-	3	14990	6895	5-M	14	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	980	800
P	Cult 0.9 TwinAir	-	3	14890	7147	5-M	13	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Cult 0.9 TwinAir Dualogic	-	3	15640	7507	5-A	13	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	Cult 0.9 TwinAir	-	3	15370	7070	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	Cult 1.3 MultiJet	-	3	15990	7355	5-M	15	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	980	800
P	Vintage '57 0.9 TwinAir	-	3	13845	6646	5-M	13	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Vintage '57 0.9 TwinAir Dualogic	-	3	14595	7006	5-A	13	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	C Pop Star 0.9 TwinAir	-	3	14970	7485	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Pop Star 0.9 TwinAir Dualogic	-	3	15720	7860	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Pop Star 0.9 TwinAir	-	3	16500	7590	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C Pop Star 1.3 MultiJet	-	2	17100	7182	5-M	18	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800
P	C Lounge 0.9 TwinAir	-	3	16390	8195	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir Dualogic	-	3	17140	8570	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir	-	3	16870	7760	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C Lounge 1.3 MultiJet	-	2	17490	7346	5-M	18	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800
P	C S 0.9 TwinAir	-	3	16540	8270	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C S 0.9 TwinAir Dualogic	-	3	17290	8645	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C S 0.9 TwinAir	-	3	17020	7829	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C S 1.3 MultiJet	-	2	17640	7409	5-M	17	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800
P	C Cult 0.9 TwinAir	-	3	17540	8770	5-M	16	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Cult 0.9 TwinAir Dualogic	-	3	18290	9145	5-A	16	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Cult 0.9 TwinAir	-	3	18020	8289	6-M	19	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C Cult 1.3 MultiJet	-	2	18640	7829	5-M	17	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800

500X
Rating ★★★½

Fiat's answer to the booming baby crossover market, sharing its underpinnings with the Jeep Renegade.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop Star 1.6 MultiJet	-	5	19095	8402	6-M	13	115	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Lounge 1.6 MultiJet	-	5	20845	9172	6-M	14	115	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 1.6 MultiJet	-	5	20095	8842	6-M	14	115	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 2.0 MultiJet AWD Auto	-	5	24095	10602	9-A	15	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Cross Plus 1.6 MultiJet	-	5	21845	9612	6-M	14	115	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross Plus 2.0 MultiJet AWD Auto	-	5	25845	11372	9-A	15	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Opening Edition 2.0 MultiJet AWD Auto	-	5	25845	11372	9-A	13	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200

500L
Rating ★★★

Love your 500 but accidentally had a family? Fiat stretches the Punto to make this rather roomy option available.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop Star 1.3 MultiJet	-	5	17040	7498	5-M	8	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
D	Pop Star 1.3 MultiJet Dualogic	-	5	17940	7894	5-A	8	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
D	Pop Star 1.6 MultiJet	-	5	18040	7938	6-M	17	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
D	Pop Star 1.6 MultiJet	-	5	18540	8158	6-M	18	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
D	Lounge 1.3 MultiJet	-	5	18440	8114	5-M	9	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
D	Lounge 1.3 MultiJet Dualogic	-	5	19340	8510	5-A	9	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
D	Lounge 1.6 MultiJet	316	5	19440	8554	6-M	18	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
D	Lounge 1.6 MultiJet	-	5	19940	8774	6-M	18	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
D	Trekking 1.3 MultiJet	-	5	19140	8422	5-M	7	99	15.3	65.7	114	1248	83/3500	-	148/1500	-	1315	1000
D	Trekking 1.3 MultiJet Dualogic	-	5	20040	8818	5-A	7	98	16.1	67.3	109	1248	83/3500	-	148/1500	-	1395	1000
D	Trekking 1.6 MultiJet	-	5	20140	8862	6-M	15	109	12.0	60.1	122	1598	103/3750	-	236/1750	-	1440	1100
D	Trekking 1.6 MultiJet	-	5	20640	9082	6-M	15	114	11.5	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
D	Beats Edition 1.6 MultiJet	-	5	21640	9522	6-M	16	109	12.0	60.1	122	1598	103/3750	-	236/1750	-	1440	1100
D	Beats Edition 1.6 MultiJet	340	5	22140	9742	6-M	16	114	11.5	58.9	125	1598	118/4000	-	236/1750	-	1375	1100
D	MPW Pop Star 1.3 MultiJet	-	5	18380	8087	5-M	8	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Pop Star 1.3 MultiJet Dualogic	-	5	19280	8483	5-A	8	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Pop Star 1.6 MultiJet	-	5	19380	8527	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Pop Star 1.6 MultiJet	-	5	19880	8747	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Lounge 1.3 MultiJet	-	5	19880	8747	6-M	9	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Lounge 1.3 MultiJet Dualogic	-	5	20780	9143	5-A	9	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Lounge 1.6 MultiJet	-	5	20880	9187	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Lounge 1.6 MultiJet	-	5	21380	9407	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100

Panda
Rating ★★★★

Fiat's solution to the urban crush is a practical pipsqueak with pizzazz. It's pretty cheap and nicely kitted out too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop 1.3 MultiJet	-	5	11575	4862	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
P	Easy 0.9 TwinAir	-	5	11375	3640	5-M	7	110	11.2	67.3	99	875	84/5500	-	107/1900	-	1050	800
P	Easy 0.9 TwinAir Dualogic	-	5	12125	3880	5-A	7	110	11.5	68.9	95	875	84/5500	-	107/1900	-	1050	800
D	Easy 1.3 MultiJet	-	5	12375	5198	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
P	Lounge 0.9 TwinAir	-	5	11875	3800	5-M	7	110	11.2	67.3	99	875	84/5500	-	107/1900	-	1050	800
P	Lounge 0.9 TwinAir Dualogic	-	5	12625	4040	5-A	7	110	11.5	68.9	95	875	84/5500	-	107/1900	-	1050	800
D	Lounge 1.3 MultiJet	300	5	12875	5408	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
D	Trekking 1.3 MultiJet	-	5	14075	6193	5-M	7	100	13.2	68.9	108	1248	74/4000	-	140/1500	-	1110	900
D	4x4 1.3 MultiJet	-	5	15575	7165	5-M	7	99	14.5	60.1	124	1248	74/4000	-	140/1500	-	1190	900
D	Cross 4x4 1.3 MultiJet	-	5	17225	7924	5-M	9	99	14.3	60.1	124	1248	79/4000	-	140/5000	-	1155	900

Qubo
Rating ★★★½

Who you looking at, fish face? Behind the trout pout though, it's a frugal warehouse on wheels.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.3 MultiJet	-	5	13690	5202	5-M	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	Active 1.3 MultiJet Dualogic	-	5	14800	5624	5-A	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet	-	5	14690	5582	5-M	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet Dualogic	-	5	15800	6004	5-A	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet	-	5	15100	5738	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000
D	Trekking 1.3 MultiJet	-	5	15600	5928	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000

New Doblò
Rating COMING SOON

May well be enormous inside, but it isn't exactly gifted in the looks department.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Easy 1.6 MultiJet Dualogic	-	5	16790	6044	5-A	7	98	15.4	56.5	133	1598	tba	-	tba	-	tba	tba
D	Easy 1.6 MultiJet	-	5	15990	6076	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba
D	Easy Air 1.6 MultiJet	-	5	16335	6207	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet Dualogic	-	5	18870	6793	5-A	8	98	15.4	56.5	133	1598	tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet	-	5	18070	6867	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba

FORD

UK dealers: 530 **Warranty:** 3 years/60,000miles (Tourneo Connect & Ranger 3 years/100,000miles)
Servicing: 12,500miles (Mondeo/S–MAX/Galaxy 2.0 TDCi 18,000miles) Tourneo Connect & Ranger 20,000miles

Fiesta
Rating ★★★★½

Still Britain's hot-cake car, thanks to near-perfect recipe. The benchmark for supermini thrills.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.5 TDCi	-	3	13995	6158	5-M	8	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750
D	Style 1.5 TDCi	-	5	14595	6422	5-M	8	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Style ECOnetic 1.5 TDCi	-	3	15095	6642	5-M	13	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Style ECOnetic 1.5 TDCi	-	5	15695	6906	5-M	13	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Zetec 1.0	-	3	13695	5478	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1045	650
P	Zetec 1.0	-	5	14295	5718	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1055	650
P	Zetec 1.0T EcoBoost	-	3	14195	5962	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Zetec 1.0T EcoBoost	-	5	14795	6214	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
D	Zetec 1.5 TDCi	-	3	14795	6510	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750
D	Zetec 1.5 TDCi	-	5	15395	6774	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Zetec ECOnetic 1.5 TDCi	-	3	15695	6906	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Zetec ECOnetic 1.5 TDCi	-	5	16295	7170	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Zetec S 1.0T EcoBoost	338	3	15945	7335	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
D	Zetec S 1.5 TDCi	-	3	16545	7280	5-M	13	112	10.9	78.5	94	1498	94/3750	-	159/1750	-	tba	tba
P	Titanium 1.0	-	3	14695	5878	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1045	650
P	Titanium 1.0	-	5	15295	6118	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1055	650
P	Titanium 1.0T EcoBoost	-	3	15195	6382	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Titanium 1.0T EcoBoost	-	5	15795	6634	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Titanium 1.0T EcoBoost	-	3	15695	7220	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
P	Titanium 1.0T EcoBoost	-	5	16295	7496	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1101	900
D	Titanium 1.5 TDCi	-	3	15795	6950	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750
D	Titanium 1.5 TDCi	309	5	16395	7214	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Titanium ECOnetic 1.5 TDCi	-	3	16695	7346	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium ECOnetic 1.5 TDCi	-	5	17295	7610	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Titanium X 1.0T EcoBoost	-	3	16445	6907	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Titanium X 1.0T EcoBoost	-	5	17045	7159	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Titanium X 1.0T EcoBoost	-	3	16945	7795	5-M	16	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
P	Titanium X 1.0T EcoBoost	-	5	17545	8071	5-M	16	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1101	900
D	Titanium X 1.5 TDCi	-	3	17545	7720	5-M	14	104	13.5	78.5	94	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium X 1.5 TDCi	-	5	18145	7984	5-M	14	104	13.5	78.5	94	1498	94/3750	-	159/1750	-	tba	tba

B-MAX
Rating ★★★★

Ford creates a baby MPV that might not be beautiful but makes great practical sense with clever rear doors.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	16425	6570	5-M	8	98	15.1	74.3	98	1498	74/3750	-	140/1750	-	tba	tba
D	Zetec 1.5 TDCi	-	5	16925	6770	5-M	11	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium 1.5 TDCi	-	5	18125	7250	5-M	11	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium X 1.5 TDCi	-	5	19325	7730	5-M	11	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	tba	tba

EcoSport
Rating ★★½

Alright to drive, but quality is lacking in some key areas. Will still be snapping at Nissan's Juke heels, though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	15895	6994	5-M	tba	99	14.0	64.2	115	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium 1.5 TDCi	-	5	17195	7566	5-M	tba	99	14.0	64.2	115	1498	94/3750	-	159/1750	-	tba	tba

New Focus
Rating ★★★★★

Higher tech, elevated quality, together with more frugal engines marks out this revised Focus line-up.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Style 1.0T EcoBoost	341	5	17945	7537	5-M	11	115	12.5	65.7	99	999	99/6000	-	125/1400	-	1276	400
D	Style 1.6 TDCi	-	5	18195	7642	6-M	11	112	12.5	67.3	109	1560	94/3800	-	170/1750	-	1332	1200
D	Style 1.5 TDCi	-	5	18295	7684	6-M	11	112	12.0	74.3	98	1499	94/3600	-	184/1500	-	1338	1200
D	Style 1.5 TDCi	-	5	18795	7894	6-M	15	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Style 1.5 TDCi Auto	-	5	22045	9259	6-A	15	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Style ECOnetic 1.5 TDCi	-	5	19145	8041	6-M	14	116	11.9	83.1	88	1499	104/3600	-	199/1750	-	tba	tba
D	Zetec 1.6 TDCi	-	5	19695	8272	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Zetec 1.5 TDCi	-	5	19795	8314	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Zetec 1.5 TDCi Auto	-	5	21045	8839	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Zetec S 1.6 TDCi	-	5	20945	8797	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Zetec S 1.5 TDCi	-	5	21045	8839	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Zetec S 1.5 TDCi Auto	-	5	22295	9364	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 1.6 TDCi	-	5	21195	8902	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Titanium 1.5 TDCi	-	5	21295	8944	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium 1.5 TDCi Auto	-	5	22545	9469	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 2.0 TDCi	-	5	22635	9507	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium 2.0 TDCi Auto	-	5	23885	10032	6-A	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
D	Titanium X 1.5 TDCi	334	5	23295	9784	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium X 1.5 TDCi Auto	-	5	24545	10309	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

New Focus (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Titanium X 2.0 TDCi	-	5	24635	10347	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium X 2.0 TDCi Auto	-	5	25885	10872	6-A	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
D	ST-1 2.0 TDCi	-	5	22495	9448	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
D	ST-2 2.0 TDCi	339	5	23995	10078	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
D	ST-3 2.0 TDCi	-	5	26295	11044	6-M	26	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
E	Electric	-	5	26145	10981	1-A	20	84	11.4	(101)	0	-	-	143	-	184	tba	tba
D	Estate Style 1.6 TDCi	-	5	19295	8104	6-M	11	112	12.5	67.3	109	1560	94/3800	-	170/1750	-	1355	1200
D	Estate Style 1.5 TDCi	-	5	19395	8146	6-M	11	112	12.2	74.3	98	1499	94/3600	-	184/1750	-	1362	1200
D	Estate Style 1.5 TDCi	-	5	19895	8356	6-M	15	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Style 1.5 TDCi Auto	-	5	21145	8881	6-A	15	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Style ECOnetic 1.5 TDCi	-	5	20245	8503	6-M	14	116	12.1	83.1	88	1499	104/3600	-	199/1750	-	tba	tba
D	Estate Zetec 1.6 TDCi	-	5	20795	8734	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200
D	Estate Zetec 1.5 TDCi	-	5	20895	8776	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Zetec 1.5 TDCi Auto	-	5	22145	9301	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Zetec S 1.6 TDCi	-	5	22045	9259	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200
D	Estate Zetec S 1.5 TDCi	-	5	22145	9301	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Zetec S 1.5 TDCi Auto	-	5	23395	9826	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium 1.6 TDCi	-	5	22295	9364	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200
D	Estate Titanium 1.5 TDCi	-	5	22395	9406	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Titanium 1.5 TDCi Auto	-	5	23645	9931	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium 2.0 TDCi	-	5	23735	9969	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800
D	Estate Titanium 2.0 TDCi Auto	-	5	24985	10494	6-A	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
D	Estate Titanium X 1.5 TDCi	-	5	24395	10246	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Titanium X 1.5 TDCi Auto	-	5	25645	10771	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium X 2.0 TDCi	-	5	25735	10809	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800
D	Estate Titanium X 2.0 TDCi Auto	-	5	26985	11334	6-A	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
D	Estate ST-1 2.0 TDCi	-	5	23595	9910	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0
D	Estate ST-2 2.0 TDCi	-	5	25095	10540	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0
D	Estate ST-3 2.0 TDCi	-	5	27395	11506	6-M	26	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0

New C-MAX

Rating ★★★★☆

C-MAX reprofiled with Ford's latest corporate look, as well as extra kit and more economical engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	19895	8356	6-M	17	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Zetec 1.5 TDCi Auto	-	5	21145	8881	6-A	17	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium 1.5 TDCi	-	5	21395	8986	6-M	17	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Titanium 1.5 TDCi Auto	-	5	22645	9511	6-A	17	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium 2.0 TDCi	-	5	22895	10074	6-M	25	127	9.5	64.2	114	1997	148/3500	-	273/2000	-	1491	1500
D	Titanium 2.0 TDCi Auto	-	5	24145	10624	6-A	25	126	10.3	58.9	124	1997	148/3500	-	273/2000	-	1519	1500
D	Titanium X 1.5 TDCi	-	5	23395	9826	6-M	19	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Titanium X 1.5 TDCi Auto	-	5	24645	10351	6-A	19	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium X 2.0 TDCi	-	5	24895	10954	6-M	27	127	9.5	64.2	114	1997	148/3500	-	273/2000	-	1491	1500
D	Titanium X 2.0 TDCi Auto	-	5	26145	11504	6-A	27	126	10.3	58.9	124	1997	148/3500	-	273/2000	-	1519	1500
D	Grand Zetec 1.5 TDCi	-	5	21495	9888	6-M	17	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Zetec 1.5 TDCi Auto	-	5	22745	10463	6-A	17	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium 1.5 TDCi	-	5	22995	10578	6-M	17	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Titanium 1.5 TDCi Auto	-	5	24245	11153	6-A	17	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium 2.0 TDCi	-	5	24495	10778	6-M	24	126	9.8	61.4	119	1997	148/3500	-	273/2000	-	1577	1800
D	Grand Titanium 2.0 TDCi Auto	-	5	25615	11271	6-A	24	124	10.7	56.5	129	1997	148/3500	-	273/2000	-	1605	1800
D	Grand Titanium X 1.5 TDCi	-	5	24995	11498	6-M	19	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Titanium X 1.5 TDCi Auto	-	5	26245	12073	6-A	19	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium X 2.0 TDCi	-	5	26495	11658	6-M	26	126	9.8	61.4	119	1997	148/3500	-	273/2000	-	1577	1800
D	Grand Titanium X 2.0 TDCi Auto	-	5	27615	12151	6-A	26	124	10.7	56.5	129	1997	148/3500	-	273/2000	-	1605	1800

LONG TERM TEST

Kuga

Rating ★★★★☆

The enthusiasts choice, with a great driving experience. It's bigger, better and more economical than before, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi 2WD	-	5	22695	12255	6-M	22	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Zetec 2.0 TDCi AWD	-	5	24195	13065	6-M	22	119	9.9	54.3	135	1997	148/3500	-	273/2000	-	1702	2100
D	Zetec 2.0 TDCi AWD Auto	-	5	25680	13867	6-A	22	118	10.9	52.3	140	1997	148/3500	-	273/2000	-	1716	2100
D	Titanium 2.0 TDCi 2WD	-	5	24345	13146	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium 2.0 TDCi AWD	-	5	26345	14226	6-M	25	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium 2.0 TDCi AWD Auto	-	5	27830	15028	6-A	25	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
D	Titanium X 2.0 TDCi 2WD	-	5	27095	14631	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium X 2.0 TDCi AWD	-	5	29095	15711	6-M	26	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium X 2.0 TDCi AWD Auto	-	5	30580	16513	6-A	26	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
D	Titanium X Sport 2.0 TDCi 2WD	-	5	30045	16224	6-M	24	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium X Sport 2.0 TDCi AWD	338	5	32045	17304	6-M	27	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium X Sport 2.0 TDCi AWD Auto	-	5	33530	18106	6-A	27	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100

LONG TERM TEST

New Mondeo

Rating ★★★★½

It's been a long time coming, with sharp Aston Martin-esque styling and super frugal engines. Great to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	Titanium 2.0 TiVCT Hybrid	337	4	25295	10118	CVT	27	116	9.2	67.3	99	1999	184/6000	118	128/4000	173	1579	0
PE	Vignale 2.0 TiVCT Hybrid	-	4	29795	11918	CVT	29	116	9.2	67.3	99	1999	184/6000	118	128/4000	173	1579	0
D	Vignale 2.0 TDCi	-	4	29045	11618	6-M	29	140	8.3	62.8	117	1997	177/3500	-	295/2000	-	1579	2000
D	Vignale 2.0 TDCi Auto	-	4	30545	12218	6-A	29	139	8.6	57.7	128	1997	177/3500	-	295/2000	-	1587	2200
D	Vignale 2.0 TDCi AWD Auto	-	4	32045	12818	6-A	29	140	9.3	53.3	138	1997	177/3500	-	295/2000	-	1682	2200
D	Vignale 2.0 TDCi Auto	-	4	31295	12518	6-A	32	145	7.9	56.5	130	1997	207/3750	-	332/2000	-	1599	2200
D	Style 1.5 TDCi ECOnetic	-	5	21095	8438	6-M	16	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Style 2.0 TDCi ECOnetic	-	5	21845	8738	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Zetec 1.5 TDCi ECOnetic	-	5	22095	8838	6-M	17	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Zetec 2.0 TDCi ECOnetic	-	5	22845	9138	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Zetec 2.0 TDCi	-	5	22595	9038	6-M	23	134	9.3	67.3	109	1997	148/3500	-	258/2000	-	1578	1800
D	Zetec 2.0 TDCi AWD	-	5	24095	9638	6-M	23	134	10.3	58.9	124	1997	148/3500	-	258/2000	-	1656	1800
D	Zetec 2.0 TDCi Auto	-	5	24095	9638	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
D	Titanium 1.5 TDCi ECOnetic	-	5	23295	9318	6-M	17	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 2.0 TDCi ECOnetic	-	5	24045	9618	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Titanium 2.0 TDCi	335	5	23795	9518	6-M	23	134	9.3	tba	109	1997	148/3500	-	258/2000	-	1578	1800
D	Titanium 2.0 TDCi AWD	-	5	25295	10118	6-M	23	134	10.3	58.9	124	1997	148/3500	-	258/2000	-	1656	1800
D	Titanium 2.0 TDCi Auto	-	5	25295	10118	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
D	Titanium 2.0 TDCi	-	5	24545	9818	6-M	27	140	8.3	64.2	115	1997	177/3500	-	295/2000	-	1584	1800
D	Titanium 2.0 TDCi Auto	-	5	26045	10418	6-A	27	139	8.6	58.9	125	1997	177/3500	-	295/2000	-	1589	2000
D	Titanium 2.0 TDCi AWD Auto	-	5	27545	11018	6-A	27	140	9.3	54.3	134	1997	177/3500	-	295/2000	-	1665	2000
D	Titanium 2.0 TDCi Auto	-	5	26795	10718	6-A	30	145	7.9	58.9	124	1997	207/3750	-	332/2000	-	1600	2000
D	Estate Style 1.5 TDCi ECOnetic	-	5	22345	8938	6-M	16	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Style 2.0 TDCi ECOnetic	-	5	23095	9238	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Zetec 1.5 TDCi ECOnetic	-	5	23345	9338	6-M	17	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Zetec 2.0 TDCi ECOnetic	-	5	24095	9638	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Zetec 2.0 TDCi	-	5	23845	9538	6-M	23	130	9.4	65.7	112	1997	148/3500	-	258/2000	-	1597	1800
D	Estate Zetec 2.0 TDCi AWD	-	5	25345	10138	6-M	23	130	10.5	57.7	127	1997	148/3500	-	258/2000	-	1675	1800
D	Estate Zetec 2.0 TDCi Auto	-	5	25215	10086	6-A	23	129	10.0	57.7	128	1997	148/3500	-	258/2000	-	1601	2000
D	Estate Titanium 1.5 TDCi ECOnetic	-	5	24545	9818	6-M	17	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium 2.0 TDCi ECOnetic	-	5	25295	10118	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Titanium 2.0 TDCi	-	5	25045	10018	6-M	23	130	9.4	65.7	112	1997	148/3500	-	258/2000	-	1597	1800
D	Estate Titanium 2.0 TDCi AWD	-	5	26545	10618	6-M	23	130	10.5	57.7	127	1997	148/3500	-	258/2000	-	1675	1800
D	Estate Titanium 2.0 TDCi Auto	341	5	26415	10566	6-A	23	129	10.0	57.7	128	1997	148/3500	-	258/2000	-	1601	2000
D	Estate Titanium 2.0 TDCi	-	5	25795	10318	6-M	27	130	9.4	62.8	117	1997	177/3500	-	295/2000	-	1602	1800
D	Estate Titanium 2.0 TDCi Auto	-	5	27165	10866	6-A	27	135	8.7	57.7	128	1997	177/3500	-	295/2000	-	1609	2000
D	Estate Titanium 2.0 TDCi AWD Auto	-	5	28795	11518	6-A	27	137	9.5	53.3	137	1997	177/3500	-	295/2000	-	1685	2000
D	Estate Titanium 2.0 TDCi Auto	-	5	28045	11218	6-A	30	142	8.1	56.5	129	1997	207/3750	-	332/2000	-	1619	2000
D	Estate Vignale 2.0 TDCi	-	5	30295	12118	6-M	29	137	8.4	62.8	119	1997	177/3500	-	295/2000	-	1602	2000
D	Estate Vignale 2.0 TDCi Auto	-	5	31665	12666	6-A	29	135	8.7	56.5	130	1997	177/3500	-	295/2000	-	1627	2200
D	Estate Vignale 2.0 TDCi AWD Auto	-	5	33310	13324	6-A	29	137	9.5	52.3	141	1997	177/3500	-	295/2000	-	1703	2000
D	Estate Vignale 2.0 TDCi Auto	-	5	32675	13070	6-A	32	142	8.1	54.3	134	1997	207/3750	-	332/2000	-	1619	2200

New S-MAX

Rating ★★★★½

For the boyracer parent that doesn't want to grow up. Mixes Ford's latest design language with 7-seat practicality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi	-	5	25245	12623	6-M	16	114	13.4	56.5	129	1997	118/3500	-	229/1750	-	1725	1500
D	Zetec 2.0 TDCi	341	5	25995	13517	6-M	20	123	10.8	56.5	129	1997	148/3500	-	258/2000	-	1725	2000
D	Zetec 2.0 TDCi Auto	-	5	27545	14323	6-A	20	122	10.8	52.3	139	1997	148/3500	-	258/2000	-	1733	2000
D	Titanium 2.0 TDCi	-	5	27695	14401	6-M	20	123	10.8	56.5	129	1997	148/3500	-	258/2000	-	1725	2000
D	Titanium 2.0 TDCi AWD	-	5	29195	15181	6-M	20	122	12.1	52.3	139	1997	148/3500	-	258/2000	-	1784	2000
D	Titanium 2.0 TDCi Auto	-	5	29245	15207	6-A	20	122	10.8	52.3	139	1997	148/3500	-	258/2000	-	1733	2000
D	Titanium 2.0 TDCi	-	5	28445	15360	6-M	24	131	9.7	56.5	129	1997	177/3500	-	295/2000	-	1726	2000
D	Titanium 2.0 TDCi Auto	-	5	29995	16197	6-A	24	129	9.5	52.3	139	1997	177/3500	-	295/2000	-	1734	2000
D	Titanium Sport 2.0 TDCi	-	5	29945	16170	6-M	24	131	9.7	56.5	129	1997	177/3500	-	295/2000	-	1726	2000
D	Titanium Sport 2.0 TDCi Auto	-	5	31495	17007	6-A	24	129	9.5	52.3	139	1997	177/3500	-	295/2000	-	1734	2000
D	Titanium Sport 2.0 TDCi AWD Auto	-	5	32945	17790	6-A	24	128	10.5	48.7	149	1997	177/3500	-	295/2000	-	1809	2000
D	Titanium Sport 2.0 TDCi Auto	-	5	32260	16775	6-A	27	135	8.8	51.4	144	1997	207/3750	-	332/2000	-	1766	2000

New Galaxy

Rating ★★★★½

Will set the hearts racing of Addison Lee drivers in London! Enormous inside, nicely kitted out and great to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi	-	5	27595	11590	6-M	17	112	13.6	56.5	129	1997	118/3500	-	229/1750	-	1752	1500
D	Zetec 2.0 TDCi	-	5	28345	11905	6-M	20	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Zetec 2.0 TDCi Auto	-	5	29895	12556	6-A	20	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium 2.0 TDCi	-	5	29995	12598	6-M	21	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Titanium 2.0 TDCi AWD	-	5	31545	13249	6-M	21	120	12.2	52.3	139	1997	148/3500	-	258/2000	-	1813	2000
D	Titanium 2.0 TDCi Auto	-	5	31595	13270	6-A	21	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium 2.0 TDCi	-	5	30795	12934	6-M	24	129	9.8	56.5	129	1997	177/3500	-	295/2000	-	1756	2000
D	Titanium 2.0 TDCi Auto	-	5	32345	13585	6-A	24	127	9.6	52.3	139	1997	177/3500	-	295/2000	-	1760	2000
D	Titanium X 2.0 TDCi	-	5	33095	13900	6-M	21	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Titanium X 2.0 TDCi Auto	-	5	34645	14551	6-A	21	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium X 2.0 TDCi	-	5	33845	14215	6-M	24	129	9.8	56.5	129	1997	177/3500	-	295/2000	-	1756	2000
D	Titanium X 2.0 TDCi Auto	-	5	35395	14866	6-A	24	127	9.6	52.3	139	1997	177/3500	-	295/2000	-	1760	2000
D	Titanium X 2.0 TDCi AWD Auto	-	5	36760	15439	6-A	24	126	10.6	48.7	149	1997	177/3500	-	295/2000	-	1841	2000
D	Titanium X 2.0 TDCi Auto	-	5	36145	14458	6-A	27	133	8.9	51.4	144	1997	207/3750	-	332/2000	-	1779	2000

LONG TERM TEST

Tourneo Connect

Rating ★★★★☆

Much more than a van with windows, with top drawer car-like handling, safety kit and equipment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.5 TDCi	-	5	15145	5452	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Style 1.5 TDCi (Fuel Economy Pack)	-	5	15505	5582	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi	-	5	16795	6046	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi (Fuel Economy Pack)	-	5	17155	6176	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi	-	5	17745	6388	6-M	tba	106	12.6	64.2	115	1499	118/3600	-	199/1750	-	tba	tba
D	Zetec 1.5 TDCi Auto	-	5	18945	6820	6-A	tba	104	12.9	56.5	129	1499	118/3600	-	221/2000	-	tba	tba
D	Titanium 1.5 TDCi	-	5	18195	6550	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Titanium 1.5 TDCi (Fuel Economy Pack)	-	5	18555	6680	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Titanium 1.5 TDCi	-	5	19145	6892	6-M	tba	106	12.6	64.2	115	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 1.5 TDCi Auto	-	5	20345	7324	6-A	tba	104	12.9	56.5	129	1499	118/3600	-	221/2000	-	tba	tba
D	Grand Style 1.5 TDCi	-	5	17395	6262	5-M	tba	101	13.3	61.4	124	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Style 1.5 TDCi (Fuel Economy Pack)	-	5	17755	6392	5-M	tba	101	13.3	65.7	115	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi	-	5	19045	6856	5-M	tba	101	13.3	61.4	124	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi (Fuel Economy Pack)	-	5	19405	6986	5-M	tba	101	13.3	65.7	115	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi	-	5	19995	7198	6-M	tba	106	12.6	64.2	119	1499	118/3600	-	199/1750	-	tba	tba
D	Grand Zetec 1.5 TDCi Auto	-	5	21195	7630	6-A	tba	104	12.9	56.6	129	1499	118/3600	-	221/2000	-	tba	tba
D	Grand Titanium 1.5 TDCi	-	5	21395	7702	6-M	tba	106	12.6	64.2	119	1499	118/3600	-	199/1750	-	tba	tba

Ranger

Rating ★★★★☆

Building site, shopping mall, weekend break… this pick-up covers it all, albeit at a hefty price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab XL 2.2 TDCi	-	4	23889.2	9078	6-M	11	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab XLT 2.2 TDCi	-	4	25755.2	9787	6-M	11	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 1 2.2 TDCi	299	4	28055.1910661		6-M	12	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 1 2.2 TDCi Auto	-	4	29255.1911117		6-A	12	109	12.6	30.1	248	2198	148/3700	-	277/1500	-	2129	3500
D	Double Cab Limited 1 3.2 TDCi	-	4	29255.1911117		6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
D	Double Cab Limited 2 2.2 TDCi	-	4	28655.1910889		6-M	12	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 2 2.2 TDCi Auto	-	4	29855.1911345		6-A	12	109	12.6	30.1	248	2198	148/3700	-	277/1500	-	2129	3500
D	Double Cab Limited 2 3.2 TDCi	-	4	29855.1911345		6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
D	Double Cab Wildtrak 3.2 TDCi	-	4	30695.1911664		6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
D	Double Cab Wildtrak 3.2 TDCi Auto	-	4	31895.1912120		6-A	12	109	10.4	28.2	265	3196	197/3000	-	347/1500	-	2165	3500

GREAT WALL

UK dealers: 51 **Warranty:** 6 years/125,000miles **Servicing:** 10,000miles

Steed

Rating ★★★☆☆

First product for the Chinese company, and it's not bad. It is certainly hard to ignore the value for money prices.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab S	-	4	17942	5383	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
D	Double Cab Tracker	-	4	19142	5743	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
D	Double Cab SE	-	4	20342	6103	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500

HONDA

UK dealers: 166 **Warranty:** 3 years/90,000miles **Servicing:** 12,500 miles

Jazz

Rating ★★★☆☆

Honda ekes maximum space from modest dimensions. Rises well to urban challenge, falters elsewhere.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	1.3 Hybrid HE	-	5	17150	8232	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HE-T	-	5	18145	8710	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HS	-	5	17650	8472	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HS-T	-	5	18645	8950	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HX	303	5	19250	9240	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HX-T	-	5	20245	9718	CVT	17	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0

Civic

Rating ★★★★☆

Looks more complex than sci-fi dad, but rear visibility poor. Diesel engine delivers fantastic real-world economy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S	-	5	18755	8252	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC S Navi	-	5	19365	8521	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SE Plus	-	5	20570	9051	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SE Plus Navi	-	5	21180	9319	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC Sport	-	5	20820	9161	6-M	15	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC Sport Navi	-	5	21430	9429	6-M	15	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SR	-	5	23140	10182	6-M	16	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC EX Plus	-	5	25140	11062	6-M	16	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	Tourer 1.6 i-DTEC S	-	5	19755	8692	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC S Navi	-	5	20365	8961	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SE Plus	-	5	21570	9491	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SE Plus Navi	-	5	22180	9759	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SR	-	5	24340	10710	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC EX Plus	-	5	26140	11502	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1342	1400

HR-V

Rating ★★★★☆

Honda might be late to the compact crossover party, but delivers class-leading space and versatility.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S	-	5	19745	8688	6-M	23	119	10.0	70.6	104	1597	118/4000	-	221/2000	-	tba	1400
D	1.6 i-DTEC SE	-	5	21495	9458	6-M	23	119	10.2	68.9	108	1597	118/4000	-	221/2000	-	tba	1400
D	1.6 i-DTEC SE Navi	-	5	22105	9726	6-M	23	119	10.2	68.9	108	1597	118/4000	-	221/2000	-	tba	1400
D	1.6 i-DTEC EX	-	5	24945	10976	6-M	24	119	10.5	68.9	108	1597	118/4000	-	221/2000	-	tba	1400

CR-V

Rating ★★★★☆

A hike in quality and efficiency makes the new CR-V better than ever. It's refined and enormously spacious, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S 2WD	-	5	23400	12636	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC S Navi 2WD	-	5	24300	13122	6-M	23	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE 2WD	-	5	26570	14348	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE 4WD	-	5	27570	14888	6-M	26	125	9.6	57.7	129	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SE 4WD Auto	-	5	29350	15849	9-A	26	122	10.0	55.4	134	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC SE Navi 2WD	-	5	26740	14440	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE Navi 4WD	-	5	28740	15520	6-M	26	125	9.6	57.7	129	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SE Navi 4WD Auto	-	5	30520	16481	9-A	26	122	10.0	55.4	134	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC SR 2WD	-	5	28495	15387	6-M	23	113	11.2	62.8	119	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SR 4WD	-	5	30625	16538	6-M	27	125	9.8	55.4	133	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SR 4WD Auto	-	5	32275	17429	9-A	27	122	10.2	53.3	139	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC EX 4WD	-	5	32470	17534	6-M	27	125	9.9	55.4	133	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC EX 4WD Auto	-	5	34120	18425	9-A	27	122	10.4	53.3	139	1597	158/4000	-	258/2000	-	1658	1500

HYUNDAI

UK dealers: 152 **Warranty:** 5 years/Unlimited mileage **Servicing:** 20,000miles (i20, ix20 10,000miles)

i10

Rating ★★★★½

Stylish, comfortable and pretty frugal in Blue Drive guise. Well priced and it's also decent to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 Blue Drive	-	5	10225	3886	5-M	1	96	15.1	65.7	98	998	66/5500	-	69/3500	-	933	0

New i20

Rating ★★★★½

Bigger, better equipped and more grown up than before, and holds its own compared to rivals. Great value, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S Blue 1.1 CRDi	-	5	12745	5608	6-M	5	99	16.0	88.3	84	1120	74/4000	-	133/1750	-	1258	800
D	SE 1.1 CRDi	-	5	14525	6391	6-M	5	99	16.0	70.6	103	1120	74/4000	-	133/1750	-	1258	800
D	SE 1.4 CRDi	335	5	15025	6611	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Premium 1.4 CRDi	-	5	16025	7051	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium Nav 1.4 CRDi	-	5	16700	7348	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium SE 1.4 CRDi	-	5	17025	7491	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium SE Nav 1.4 CRDi	-	5	17700	7788	6-M	11	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé SE 1.4 CRDi	-	3	15025	6311	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé Sport 1.4 CRDi	-	3	16025	6731	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé Sport Nav 1.4 CRDi	-	3	16700	7014	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110

ix20
Rating ★★★½

Lots of space for the cash and looks that are bang up to date. A shame that the 1.4 CRDi engine is so gruff.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Classic 1.4 CRDi	-	5	13835	6364	6-M	9	104	14.4	62.8	119	1396	89/4000	-	162/1500	-	1370	1300
D	Active 1.6 CRDi Blue Drive	-	5	15385	7077	6-M	13	113	11.5	64.2	117	1582	114/4000	-	192/1900	-	1380	1300
D	Style 1.6 CRDi Blue Drive	300	5	16335	7514	6-M	13	113	11.5	64.2	117	1582	114/4000	-	192/1900	-	1380	1300

TOP5
CHEAPEST FIVE-SEAT ALTERNATIVE-FUEL VEHICLES

1. Renault Zoe Expression Nav (Batteries leased) £13,445
2. Renault Zoe Dynamique Nav (Batteries leased) £15,045
3. Toyota Yaris Active 1.5 VVT-i Hybrid £15,295
4. Renault Zoe Dynamique Nav Rapid Charge (Batteries leased) £15,545
5. Toyota Yaris Icon 1.5 VVT-i Hybrid £16,195

i30
Rating ★★★★

Recent revisions involve sharper looks, better value for money and greater efficiency. It's the best i30 yet.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 CRDi Blue Drive	-	5	17195	7222	6-M	11	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D	SE 1.6 CRDi Blue Drive	-	5	18495	7768	6-M	12	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D	SE 1.6 CRDi Blue Drive Auto	-	5	19795	8314	7-A	12	115	11.8	67.3	109	1582	109/4000	-	221/1750	-	1456	1500
D	SE Nav 1.6 CRDi Blue Drive	-	5	19495	8188	6-M	12	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D	SE Nav 1.6 CRDi Blue Drive Auto	-	5	20795	8734	7-A	12	115	11.8	67.3	109	1582	109/4000	-	221/1750	-	1456	1500
D	Premium 1.6 CRDi	-	5	22295	9364	6-M	13	122	10.2	72.3	102	1582	134/4000	-	207/1500	-	1429	1500
D	Premium 1.6 CRDi Auto	-	5	23595	9910	7-A	13	124	10.6	67.3	109	1582	134/4000	-	221/1750	-	1456	1500
D	Tourer S 1.6 CRDi Blue Drive	-	5	18295	8050	6-M	11	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D	Tourer SE 1.6 CRDi Blue Drive	-	5	19595	8622	6-M	12	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D	Tourer SE 1.6 CRDi Blue Drive Auto	-	5	20895	9194	7-A	12	115	12.2	67.3	109	1582	109/4000	-	221/1750	-	1496	1500
D	Tourer SE Nav 1.6 CRDi Blue Drive	-	5	20595	9062	6-M	12	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D	Tourer SE Nav 1.6 CRDi Blue Drive Auto	-	5	21895	9634	7-A	12	115	12.2	67.3	109	1582	109/4000	-	221/1750	-	1496	1500
D	Tourer Premium 1.6 CRDi Blue Drive	-	5	23395	10294	6-M	13	121	10.5	72.4	102	1582	134/4000	-	207/1500	-	1469	1500
D	Tourer Premium 1.6 CRDi Blue Drive Auto	-	5	24695	10866	7-A	13	122	10.9	67.3	109	1582	134/4000	-	221/1750	-	1496	1400

New i40
Rating ★★★★

One of the best buys in the large car class. It's voluminous, is keenly priced and has that fab warranty.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.7 CRDi Blue Drive	-	4	19600	8232	6-M	13	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D	S 1.7 CRDi Blue Drive	-	4	20400	8568	6-M	18	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D	SE Nav 1.7 CRDi Blue Drive	-	4	21600	9072	6-M	13	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D	SE Nav 1.7 CRDi Blue Drive	-	4	22400	9408	6-M	19	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D	SE Nav 1.7 CRDi Blue Drive Auto	-	4	24300	10206	7-A	19	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D	SE Nav Business 1.7 CRDi Blue Drive	-	4	23100	9702	6-M	14	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D	SE Nav Business 1.7 CRDi Blue Drive	-	4	23900	10038	6-M	19	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D	SE Nav Business 1.7 CRDi Blue Drive Auto	-	4	25800	10836	7-A	19	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D	Premium 1.7 CRDi Blue Drive	-	4	25600	10752	6-M	20	126	10.3	60.1	123	1685	139/4000	-	251/1700	-	1610	1800
D	Premium 1.7 CRDi Blue Drive Auto	-	4	27500	11550	7-A	20	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D	Tourer S 1.7 CRDi Blue Drive	-	5	20850	9174	6-M	13	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D	Tourer S 1.7 CRDi Blue Drive	-	5	21650	9526	6-M	18	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D	Tourer SE Nav 1.7 CRDi Blue Drive	-	5	22850	10054	6-M	13	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D	Tourer SE Nav 1.7 CRDi Blue Drive	-	5	23650	10406	6-M	19	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D	Tourer SE Nav 1.7 CRDi Blue Drive Auto	-	5	25550	11242	7-A	19	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500
D	Tourer SE Nav Business 1.7 CRDi Blue Drive	-	5	24350	10714	6-M	14	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D	Tourer SE Nav Business 1.7 CRDi Blue Drive	-	5	25150	11066	6-M	19	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D	Tourer SE Nav Business 1.7 CRDi Blue Drive Auto	-	5	27050	11902	7-A	19	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500
D	Tourer Premium 1.7 CRDi Blue Drive	-	5	26950	11858	6-M	20	124	10.5	60.1	123	1685	139/4000	-	251/1700	-	1648	1800
D	Tourer Premium 1.7 CRDi Blue Drive Auto	-	5	28850	12694	7-A	20	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500

Tucson
Rating ★★★★

A leap forward compared to its predecessor, with higher quality materials and more room inside. It's pricier, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.7 CRDi	-	5	20195	10905	6-M	tba	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1500	tba
D	SE 1.7 CRDi	-	5	20495	11067	6-M	tba	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1500	tba
D	SE Nav 1.7 CRDi	-	5	22795	12309	6-M	tba	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1500	tba
D	SE Nav 2.0 CRDi	-	5	24195	13065	6-M	tba	116	10.6	58.9	127	1995	134/2750	-	275/1500	-	1604	tba
D	SE Nav 2.0 CRDi 4WD	-	5	25695	13875	6-M	tba	114	10.9	54.3	139	1995	134/2750	-	275/1500	-	1662	tba
D	SE Nav 2.0 CRDi 4WD Auto	-	5	27045	14604	6-A	tba	114	12.0	46.3	160	1995	134/2750	-	275/1500	-	1690	tba
D	SE Nav 2.0 CRDi 4WD	-	5	26695	14415	6-M	tba	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1662	tba
D	SE Nav 2.0 CRDi 4WD Auto	-	5	28045	15144	6-A	tba	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1690	tba
D	Premium 1.7 CRDi	-	5	25045	13524	6-M	tba	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1500	tba
D	Premium 2.0 CRDi	-	5	26445	14280	6-M	tba	116	10.6	58.9	127	1995	134/2750	-	275/1500	-	1604	tba
D	Premium 2.0 CRDi 4WD	-	5	27945	15090	6-M	tba	114	10.9	54.3	139	1995	134/2750	-	275/1500	-	1662	tba
D	Premium 2.0 CRDi 4WD Auto	-	5	29395	15873	6-A	tba	114	12.0	46.3	160	1995	134/2750	-	275/1500	-	1690	tba
D	Premium 2.0 CRDi 4WD	-	5	28945	15630	6-M	tba	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1662	tba
D	Premium 2.0 CRDi 4WD Auto	-	5	30395	16413	6-A	tba	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1690	tba
D	Premium SE 2.0 CRDi	-	5	28345	15306	6-M	tba	116	10.6	58.9	127	1995	134/2750	-	275/1500	-	1604	tba
D	Premium SE 2.0 CRDi 4WD	-	5	29845	16116	6-M	tba	114	10.9	54.3	139	1995	134/2750	-	275/1500	-	1662	tba
D	Premium SE 2.0 CRDi 4WD Auto	-	5	31345	16926	6-A	tba	114	12.0	46.3	160	1995	134/2750	-	275/1500	-	1690	tba
D	Premium SE 2.0 CRDi 4WD	-	5	30845	16656	6-M	tba	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1662	tba
D	Premium SE 2.0 CRDi 4WD Auto	-	5	32345	17466	6-A	tba	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1690	tba

ix35
Rating ★★★½

Is it as good as it looks? Yes, this refreshed crossover SUV ticks all boxes and shows Hyundai is going places.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.7 CRDi Blue Drive 2WD	-	5	19225	10382	6-M	16	108	12.4	54.3	135	1685	114/4000	-	192/1250	-	1537	1200
D	SE 1.7 CRDi Blue Drive 2WD	-	5	20825	11246	6-M	16	108	12.4	54.3	135	1685	114/4000	-	192/1250	-	1537	1200
D	SE 2.0 CRDi 4WD	-	5	23525	12704	6-M	21	112	11.3	51.4	145	1995	134/4000	-	236/1800	-	1679	2000
D	SE 2.0 CRDi 4WD Auto	-	5	24995	13497	6-A	21	113	12.1	41.5	179	1995	134/4000	-	236/1800	-	1712	1600
D	SE Nav 1.7 CRDi Blue Drive 2WD	-	5	21875	11813	6-M	17	108	12.4	54.3	135	1685	114/4000	-	192/1250	-	1537	1200
D	SE Nav 2.0 CRDi 4WD	-	5	24575	13271	6-M	21	112	11.3	51.4	145	1995	134/4000	-	236/1800	-	1679	2000
D	SE Nav 2.0 CRDi 4WD Auto	-	5	26045	14064	6-A	21	113	12.1	41.5	179	1995	134/4000	-	236/1800	-	1712	1600
D	Premium 1.7 CRDi Blue Drive 2WD	-	5	23525	12704	6-M	18	108	12.4	52.3	143	1685	114/4000	-	192/1250	-	1537	1200
D	Premium 2.0 CRDi 4WD	-	5	26225	14162	6-M	21	112	11.3	49.6	149	1995	134/4000	-	236/1800	-	1679	2000
D	Premium 2.0 CRDi 4WD Auto	-	5	27695	14955	6-A	21	113	12.1	40.4	183	1995	134/4000	-	236/1800	-	1712	1600
D	Premium Panorama 1.7 CRDi Blue Drive 2WD	-	5	24375	13163	6-M	17	108	12.4	52.3	143	1685	114/4000	-	192/1250	-	1537	1200
D	Premium Panorama 2.0 CRDi 4WD	-	5	27075	14621	6-M	21	112	11.3	49.6	149	1995	134/4000	-	236/1800	-	1679	2000
D	Premium Panorama 2.0 CRDi 4WD Auto	-	5	28545	15414	6-A	21	113	12.1	40.4	183	1995	134/4000	-	236/1800	-	1712	1600
H	Fuel Cell	-	5	53105	tba	1-A	tba	100	12.5	(371)	0	-	-	134	-	221	1830	0

Santa Fe
Rating ★★★½

A significant advance in driving prowess compared to the outgoing model. It's also pricier and more upmarket too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.2 CRDi 5 seat 4WD	-	5	27995	16237	6-M	25	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1929	2500
D	SE 2.2 CRDi 5 seat 4WD Auto	-	5	29710	17232	6-A	25	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	1968	2000
D	SE 2.2 CRDi 7 seat 4WD	-	5	29145	16904	6-M	25	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	SE 2.2 CRDi 7 seat 4WD Auto	-	5	30860	17899	6-A	25	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000
D	Premium 2.2 CRDi 5 seat 4WD	-	5	30595	17745	6-M	19	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1929	2500
D	Premium 2.2 CRDi 5 seat 4WD Auto	-	5	32310	18740	6-A	19	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	1968	2000
D	Premium 2.2 CRDi 7 seat 4WD	307	5	31900	18502	6-M	19	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	Premium 2.2 CRDi 7 seat 4WD Auto	-	5	33615	19497	6-A	19	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000
D	Premium SE 2.2 CRDi 7 seat 4WD	-	5	35395	20529	6-M	20	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	Premium SE 2.2 CRDi 7 seat 4WD Auto	341	5	37110	21524	6-A	20	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000

i800
Rating ★★★

Hyundai's massive tour bus can carry eight and all their bags. Van-derived, but a piece of cake to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.5 CRDi	-	5	23500	12220	6-M	28	104	17.6	37.7	197	2497	134/3800	-	253/1500	-	2238	2300
D	SE 2.5 CRDi Auto	-	5	25505	12242	5-A	33	112	14.4	32.1	231	2497	168/3600	-	325/2000	-	2248	1500

INFINITI
UK dealers: 12 **Warranty:** 3 years/60,000miles
Servicing: 12,000miles (15,500miles 2.2d) 9,000miles hybrid

Q50
Rating ★★½

Uses Mercedes tech to try and beat the C-Class at its own game. We want to love it, but it is disappointing to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.2d	-	4	28650	12033	6-M	29	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1625	1500
D	SE 2.2d Auto	-	4	30200	12684	7-A	29	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1655	1500
D	Premium 2.2d	-	4	31050	13041	6-M	30	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1733	1500
D	Premium 2.2d Auto	323	4	32600	13692	7-A	30	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1761	1500
D	Premium Tech 2.2d	-	4	37550	15771	6-M	30	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1733	1500
D	Premium Tech 2.2d Auto	-	4	39100	16422	7-A	30	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1761	1500
D	Sport 2.2d	-	4	33420	14036	6-M	30	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1747	1500
D	Sport 2.2d Auto	-	4	34970	14687	7-A	30	143	8.5	57.7	128	2143	168/3200	-	295/1600	-	1775	1500
PE	S Hybrid Sport Auto	-	4	40695	17092	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1858	1500
PE	S Hybrid Sport AWD Auto	-	4	42340	17783	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1903	1500
D	Sport Tech 2.2d	-	4	38320	16094	6-M	30	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1747	1500
D	Sport Tech 2.2d Auto	-	4	39870	16745	7-A	30	143	8.5	57.7	128	2143	168/3200	-	295/1600	-	1775	1500
PE	S Hybrid Sport Tech Auto	-	4	45595	19150	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1858	1500
PE	S Hybrid Sport Tech AWD Auto	-	4	47240	19841	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1903	1500

Q70
Rating ★★★

Reinvigorated for 2015 with more frugal engines and better value pricing, to battle Audi and BMW in its heartland.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Premium 2.2d Auto	-	4	33400	11356	7-A	35	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1875	1500
PE	Premium Hybrid Auto	-	4	43250	14705	7-A	43	155	5.3	45.6	145	3498	302/6800	67	258/5000	199	1895	1500
D	Premium Tech 2.2d Auto	336	4	37500	12750	7-A	36	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1896	1500
PE	Premium Tech Hybrid Auto	341	4	47350	16099	7-A	43	155	5.3	45.6	145	3498	302/6800	67	258/5000	199	1920	1500
D	Sport 2.2d Auto	-	4	36600	12444	7-A	35	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1897	1500
D	Sport Tech 2.2d Auto	-	4	38950	13243	7-A	36	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1910	1500

QX50
Rating ★★★

Think Qashqai crossed with a Bentley. Looks great, but is cramped and inherits the latter's thirst.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0d Auto	-	5	34490	14486	7-A	45	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D	GT 3.0d Auto	-	5	38445	16147	7-A	46	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D	GT Premium 3.0d Auto	278	5	42045	17659	7-A	46	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000

QX70
Rating ★★★

A price cut, a name change and more frugal engine marks what is a monsterous, but classy package.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GT 3.0d Auto	-	5	43100	16378	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	GT Premium 3.0d Auto	312	5	47550	18069	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S 3.0d Auto	-	5	45200	17176	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S Premium 3.0d Auto	-	5	49650	18867	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S Design 3.0d Auto	-	5	50350	19133	7-A	48	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2220

ISUZU
UK dealers: 106 **Warranty:** 5 years/125,000miles **Servicing:** 12,000miles

D-Max
LONG TERM TEST

Rating ★★★½

Isuzu plays catch up with a solid effort. It's a refined machine, that's car-like and will go just about anywhere.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab 2.5	-	4	22442.8	8528	6-M	8	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1970	3500
D	Double Cab 2.5 Eiger	-	4	23342.8	8870	6-M	9	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1954	3500
D	Double Cab 2.5 Eiger Automatic	-	4	24542.8	9326	5-A	9	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1959	3500
D	Double Cab 2.5 Yukon	-	4	24542.8	9326	6-M	9	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1978	3500
D	Double Cab 2.5 Yukon Automatic	-	4	25742.8	9782	5-A	9	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1983	3500
D	Double Cab 2.5 Utah	-	4	26342.8	10010	6-M	9	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1987	3500
D	Double Cab 2.5 Utah Automatic	306	4	27542.8	10466	5-A	9	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500
D	Double Cab 2.5 Blade	-	4	31142.8	11834	6-M	12	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1970	3500
D	Double Cab 2.5 Blade Automatic	-	4	32342.8	12290	5-A	12	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1975	3500

JAGUAR
UK dealers: 89 **Warranty:** 3 years/Unlimited mileage **Servicing:** 16,000miles (XE 21,000miles)

XE
Rating ★★★★½

Jaguar's answer to the BMW 3 Series. Brand new engines and aluminium platform mean top-class efficiency.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 Diesel	-	4	29775	13697	6-M	22	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D	SE 2.0 Diesel Auto	-	4	31525	14502	8-A	22	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D	SE 2.0 Diesel	-	4	30275	13927	6-M	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D	SE 2.0 Diesel Auto	-	4	32025	14732	8-A	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D	Prestige 2.0 Diesel	-	4	30775	14157	6-M	22	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D	Prestige 2.0 Diesel Auto	-	4	32525	14962	8-A	22	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D	Prestige 2.0 Diesel	-	4	31275	14387	6-M	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D	Prestige 2.0 Diesel Auto	-	4	33025	15192	8-A	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D	R-Sport 2.0 Diesel	-	4	32325	14870	6-M	24	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D	R-Sport 2.0 Diesel Auto	-	4	34075	15675	8-A	24	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D	R-Sport 2.0 Diesel	-	4	33025	15192	6-M	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D	R-Sport 2.0 Diesel Auto	-	4	34775	15997	8-A	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D	Portfolio 2.0 Diesel	-	4	32975	15169	6-M	24	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D	Portfolio 2.0 Diesel Auto	-	4	34725	15974	8-A	24	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D	Portfolio 2.0 Diesel	-	4	33675	15491	6-M	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D	Portfolio 2.0 Diesel Auto	-	4	35425	16296	8-A	27	140	7.8	67.3	111	1999	177/4000	-	317/1750	-	1565	1800

New XF
Rating COMING SOON

Finely honed replacement for the car that catapulted Jaguar into the modern era. We're driving it soon.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Prestige 2.0 Diesel	-	4	32300	15504	6-M	tba	132	8.7	72.4	104	1999	161/4000	-	280/1750	-	1545	1600
D	Prestige 2.0 Diesel Auto	-	4	34050	16344	8-A	tba	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600
D	Prestige 2.0 Diesel	-	4	32800	15088	6-M	tba	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800
D	Prestige 2.0 Diesel Auto	-	4	34550	15893	8-A	tba	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	R-Sport 2.0 Diesel	-	4	34200	16416	6-M	tba	132	8.7	72.4	104	1999	161/4000	-	280/1750	-	1545	1600
D	R-Sport 2.0 Diesel Auto	-	4	35950	17256	8-A	tba	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600
D	R-Sport 2.0 Diesel	-	4	35100	16146	6-M	tba	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800
D	R-Sport 2.0 Diesel Auto	-	4	36850	16951	8-A	tba	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	Portfolio 2.0 Diesel	-	4	36400	17472	6-M	tba	132	8.7	72.4	104	1999	161/4000	-	280/1750	-	1545	1600
D	Portfolio 2.0 Diesel Auto	-	4	38150	18312	8-A	tba	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600
D	Portfolio 2.0 Diesel	-	4	37300	17158	6-M	tba	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800
D	Portfolio 2.0 Diesel Auto	-	4	39050	17963	8-A	tba	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	S 3.0 Diesel Auto	-	4	49950	23976	8-A	tba	155	6.4	51.4	144	2993	296/4000	-	516/2000	-	1750	2000

XF
Rating ★★★★½

Jaguar gives up pipe smoking: XF is traditional, but is a technological beauty both inside and out.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Luxury 2.2 Diesel Auto	300	4	33445	16054	8-A	33	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	Luxury 2.2 Diesel Auto	-	4	34550	16584	8-A	38	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	R-Sport 2.2 Diesel Auto	-	4	34695	16654	8-A	40	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	R-Sport 2.2 Diesel Auto	-	4	36250	17400	8-A	42	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	R-Sport Black 2.2 Diesel Auto	-	4	38350	18408	8-A	43	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	Portfolio 2.2 Diesel Auto	-	4	37195	17854	8-A	41	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	Portfolio 2.2 Diesel Auto	-	4	38700	18576	8-A	40	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	Portfolio 3.0 Diesel Auto	293	4	49515	22777	8-A	44	155	6.4	47.1	159	2993	271/4000	-	443/2000	-	1770	1850
D	Sportbrake Luxury 2.2 Diesel Auto	-	5	35945	17254	8-A	33	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake Luxury 2.2 Diesel Auto	-	5	37050	17784	8-A	38	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake R-Sport 2.2 Diesel Auto	-	5	37195	17854	8-A	40	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake R-Sport 2.2 Diesel Auto	-	5	38750	18600	8-A	42	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake R-Sport Black 2.2 Diesel Auto	-	5	40850	19608	8-A	43	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake Portfolio 2.2 Diesel Auto	-	5	39695	19054	8-A	41	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake Portfolio 2.2 Diesel Auto	307	5	41200	19776	8-A	40	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake Portfolio 3.0 Diesel Auto	-	5	51995	24958	8-A	44	155	6.6	46.3	163	2993	271/4000	-	443/2000	-	1880	1850

XJ
Rating ★★★★½

Traffic-stopping looks a real gamble - it's what red carpets are made for. Exceptionally refined and super luxurious.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 V6 Diesel Luxury Auto	-	4	56870	26160	8-A	48	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	3.0 V6 Diesel Premium Luxury Auto	-	4	60670	27908	8-A	49	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	3.0 V6 Diesel Portfolio Auto	-	4	67870	31220	8-A	49	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	L 3.0 V6 Diesel Luxury Auto	-	4	59980	27591	8-A	48	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0
D	L 3.0 V6 Diesel Premium Luxury Auto	-	4	63780	29339	8-A	49	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0
D	L 3.0 V6 Diesel Portfolio Auto	339	4	70980	32651	8-A	49	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

New XJ
Rating COMING SOON

The largest cat is graceful, refined and has an exquisitely finished cabin. Has real on-road presence, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Luxury 3.0 Diesel Auto	-	4	58690	23476	8-A	tba	155	6.2	49.6	149	2993	296/4000	-	516/2000	-	1835	0
D	Premium Luxury 3.0 Diesel Auto	-	4	62690	25076	8-A	tba	155	6.2	49.6	149	2993	296/4000	-	516/2000	-	1835	0
D	Portfolio 3.0 Diesel Auto	-	4	69725	27890	8-A	tba	155	6.2	47.9	155	2993	296/4000	-	516/2000	-	1835	0
D	R-Sport 3.0 Diesel Auto	-	4	71625	28650	8-A	tba	155	6.2	47.9	155	2993	296/4000	-	516/2000	-	1835	0
D	L Luxury 3.0 Diesel Auto	-	4	61690	24676	8-A	tba	155	6.4	49.6	149	2993	296/4000	-	516/2000	-	1860	0
D	L Premium Luxury 3.0 Diesel Auto	-	4	65690	26276	8-A	tba	155	6.4	49.6	149	2993	296/4000	-	516/2000	-	1860	0
D	L Portfolio 3.0 Diesel Auto	-	4	72725	29090	8-A	tba	155	6.4	47.9	155	2993	296/4000	-	516/2000	-	1860	0
D	L Autobiography 3.0 Diesel Auto	-	4	80250	32100	8-A	tba	155	6.4	47.9	155	2993	296/4000	-	516/2000	-	1860	0

JEEP

UK dealers: 72 **Warranty:** 3 years/60,000miles
Servicing: 15,000miles (Cherokee/Grand Cherokee 12,500miles)

Renegade
Rating ★★★½

Best Jeep yet shares its underpinnings with Fiat 500X. Mature road manners, lots of space and keen pricing.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 MultiJet II Sport 2WD	-	5	18695	7478	6-M	13	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
D	1.6 MultiJet II Longitude 2WD	-	5	20295	8118	6-M	13	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
D	2.0 MultiJet II Longitude 4WD	-	5	22795	9118	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500
D	2.0 MultiJet II Trailhawk 4WD Auto	-	5	27995	11198	9-A	15	122	8.9	48.7	155	1956	168/3750	-	258/1750	-	1548	1500
D	1.6 MultiJet II Limited 2WD	-	5	22895	9158	6-M	12	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
D	2.0 MultiJet II Limited 4WD	-	5	25395	10158	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500
D	2.0 MultiJet II Limited 4WD Auto	-	5	27195	10878	9-A	14	113	10.2	48.7	154	1956	138/3750	-	258/1750	-	1548	1500

Cherokee
Rating ★★★½

Bolder styling may not appeal to all tastes, but at least it's more competent than its predecessors. More frugal, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 Longitude 2WD	-	5	26095	10438	6-M	26	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Longitude 4WD	-	5	28095	11238	6-M	26	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.2 Longitude 4WD Auto	-	5	30845	12338	9-A	35	tba	8.8	49.6	150	tba	tba	-	tba	-	tba	tba
D	2.0 Longitude Plus 2WD	-	5	28295	11318	6-M	26	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Longitude Plus 4WD	-	5	30295	12118	6-M	27	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.2 Longitude Plus 4WD Auto	-	5	33045	13218	9-A	35	tba	8.8	49.6	150	tba	tba	-	tba	-	tba	tba
D	2.0 Limited 2WD	-	5	31795	12718	6-M	27	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Limited 4WD	329	5	33795	13518	6-M	28	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.2 Limited 4WD (Active Drive I)	-	5	36795	14718	9-A	36	tba	8.5	49.6	150	tba	tba	-	tba	-	tba	tba
D	2.2 LImited 4WD (Active Drive II)	-	5	37995	15198	9-A	37	tba	8.7	46.3	160	tba	tba	-	tba	-	tba	tba

Grand Cherokee
Rating ★★★

As classy as a Harvard-educated cowboy. It's refined enough, and also ready to take to the rough stuff.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 CRD V6 Laredo Auto	-	5	38895	17892	8-A	36	119	10.2	37.7	198	2987	188/4000	-	325/1600	-	2328	3500
D	3.0 CRD V6 Limited Auto	-	5	41495	19088	8-A	40	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Limited Plus Auto	-	5	44495	20468	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Overland Auto	-	5	48195	22170	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Summit Auto	-	5	51995	23918	8-A	43	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500

Wrangler
Rating ★★½

On-road manners are improved, but this is still a rock-climbing tool. It may lack creature comforts, but it's pure fun.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.8 CRD Sahara Auto	-	2	30225	16926	5-A	24	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Overland Auto	-	2	32375	18130	5-A	25	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD X Edition Auto	-	2	33480	18749	5-A	31	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Sahara Auto	303	4	31895	17223	5-A	24	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD Overland Auto	-	4	34045	18384	5-A	25	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD X Edition Auto	-	4	35150	18981	5-A	31	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD Black Edition Auto	-	4	36995	19977	5-A	31	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000

KIA

UK dealers: 180 **Warranty:** 7 years/100,000miles **Servicing:** 20,000miles (Picanto/Soul EV 10,000miles)

New Picanto
Rating ★★★½

One of the stars of the sector gets upgraded. Low running costs and seven year warranty remain.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	2 1.0	-	5	10145	4667	5-M	2	95	13.9	68.9	95	998	68/6200	-	70/3500	-	950	700

Rio
Rating ★★★½

Utterly sensible supermini that's great value, decent to pilot, and has frugal, refined, zingy engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3 1.4 CRDi	-	3	15545	6840	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	1 1.1 CRDi	339	5	12245	5143	6-M	2	99	16.1	85.6	86	1120	74/4000	-	133/1750	-	1225	800
D	1 Air 1.1 CRDi	-	5	13045	5479	6-M	1	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	SR7 1.1 CRDi	-	5	13745	5773	6-M	2	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	2 1.1 CRDi	-	5	14145	6224	6-M	2	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	2 1.4 CRDi	-	5	14745	6488	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	3 1.4 CRDi	-	5	16145	7104	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	4 1.4 CRDi	-	5	17445	7676	6-M	7	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100

Venga
Rating ★★★½

Nicely kitted out, spacious with great versatility. Pricier now that base diesels have been deleted, but still a good buy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SR7 1.4 CRDi	336	5	14895	5660	6-M	10	104	14.0	tba	115	1396	89/4000	-	162/1750	-	1345	1300
D	2 1.4 CRDi	-	5	15195	5774	6-M	10	104	14.0	tba	115	1396	89/4000	-	162/1750	-	1345	1300
D	3 1.6 CRDi	-	5	17475	7340	6-M	14	113	11.1	tba	115	1582	114/4000	-	192/1900	-	1356	1300
D	4 1.6 CRDi	-	5	18570	7799	6-M	15	113	11.1	tba	115	1582	114/4000	-	192/1900	-	1356	1300

LONG TERM TEST

Soul
Rating ★★★★

Significant uplift in quality and more impressive driving manners, thanks to now being based on the cee'd.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Connect 1.6 CRDi	-	5	16600	6308	6-M	9	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Connect 1.6 CRDi Auto	-	5	18100	6516	6-A	9	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Connect Plus 1.6 CRDi	326	5	17700	6726	6-M	10	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Connect Plus 1.6 CRDi Auto	-	5	19200	6912	6-A	10	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Mixx 1.6 CRDi	-	5	19950	7581	6-M	10	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Mixx 1.6 CRDi Auto	-	5	21450	7722	6-A	10	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Maxx 1.6 CRDi	-	5	21750	8265	6-M	11	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Maxx 1.6 CRDi Auto	-	5	23250	8370	6-A	11	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
E	EV	332	5	24995	tba	1-A	19	90	10.8	(132)	0	-	-	109	-	210	1565	0

cee'd
Rating ★★★★½

One of the best mid-sized cars about, with serious all-round appeal. Shame it's saddled with a silly name.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.4 CRDi	-	5	16095	7082	6-M	6	106	13.0	68.9	109	1396	89/4000	-	162/1500	-	1365	1500
D	1 1.6 CRDi	-	5	16695	7346	6-M	12	122	11.5	76.3	97	1582	126/4000	-	192/1900	-	1375	1500
D	SR7 1.4 CRDi	-	5	16940	7454	6-M	8	106	13.0	65.7	114	1396	89/4000	-	162/1500	-	1365	1500
D	2 1.6 CRDi	308	5	18695	8226	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	2 1.6 CRDi Auto	-	5	19805	8714	6-A	13	116	11.3	51.4	145	1582	126/4000	-	192/1900	-	1385	1300
D	3 1.6 CRDi	-	5	20495	9018	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	3 1.6 CRDi Auto	-	5	21605	9506	6-A	13	116	11.3	51.4	145	1582	126/4000	-	192/1900	-	1385	1300
D	4 1.6 CRDi	-	5	22095	9722	6-M	14	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500
D	4 Tech 1.6 CRDi	-	5	23995	10558	6-M	15	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500
D	Sportswagon 1 1.4 CRDi	-	5	17295	7610	6-M	6	106	13.4	67.3	109	1396	89/4000	-	162/1500	-	1411	1500
D	Sportswagon 1 1.6 CRDi	-	5	18095	7600	6-M	12	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 2 1.6 CRDi	-	5	19695	8272	6-M	13	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 2 1.6 CRDi Auto	-	5	20805	8738	6-A	13	115	11.7	50.4	149	1582	126/4000	-	192/1900	-	1441	1300
D	Sportswagon 3 1.6 CRDi	-	5	21495	9028	6-M	13	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 3 1.6 CRDi Auto	-	5	22605	9494	6-A	13	115	11.7	50.4	149	1582	126/4000	-	192/1900	-	1441	1300
D	Sportswagon 4 1.6 CRDi	-	5	23295	9784	6-M	14	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 4 Tech 1.6 CRDi	306	5	25195	10582	6-M	15	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500

LONG TERM TEST

pro_cee'd
Rating ★★★½

Shapely new cee'd three-door takes a step up in price compared to before. Nice to drive, but little for enthusiasts.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 CRDi	-	3	18995	7218	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	SE 1.6 CRDi	320	3	20995	7978	6-M	13	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500
D	SE Tech 1.6 CRDi	-	3	23095	8776	6-M	13	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500

Optima
Rating ★★★½

Looks great, performs alright and is a comfortable place to hang out. It's well priced to lure Mondeo man, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi	-	4	19995	8398	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	2 1.7 CRDi	-	4	22895	9616	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	2 1.7 CRDi Auto	-	4	24450	10269	6-A	17	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595	1300
D	3 1.7 CRDi	333	4	25795	10834	6-M	20	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	3 1.7 CRDi Auto	-	4	27350	11487	6-A	20	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595	1300

Carens
Rating ★★★★

Like night and day compared to previous car. Good to drive, well equipped and keenly priced. What's not to love?

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SR7 1.7 CRDi	-	5	20690	7448	6-M	12	112	12.6	61.4	120	1685	114/4000	-	192/1250	-	1581	1500
D	2 1.7 CRDi	-	5	20995	7558	6-M	12	112	12.6	60.1	124	1685	114/4000	-	192/1250	-	1581	1500
D	2 1.7 CRDi Auto	-	5	22400	7616	6-A	16	116	11.6	46.3	159	1685	134/4000	-	236/1750	-	1600	1500
D	3 1.7 CRDi	318	5	24300	8262	6-M	16	119	10.0	56.4	132	1685	134/4000	-	243/2000	-	1591	1500
D	4 1.7 CRDi	-	5	25650	8721	6-M	17	119	10.0	56.4	132	1685	134/4000	-	243/2000	-	1591	1500
D	4 1.7 CRDi Auto	-	5	27055	9199	6-A	17	116	11.6	46.3	159	1685	134/4000	-	236/1750	-	1600	1500

Sportage
Rating ★★★★

The thinking driver's Evoque? Sportage delivers on looks and performance. All for sensible money.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi 2WD	-	5	19100	11078	6-M	12	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-1 2.0 CRDi AWD	-	5	21500	14620	6-M	16	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600	2000
D	2 1.7 CRDi 2WD	-	5	21200	12296	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-2 2.0 CRDi AWD	-	5	23600	16048	6-M	17	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600	2000
D	KX-2 2.0 CRDi AWD Auto	-	5	24910	16939	6-A	17	113	11.7	40.9	179	1995	134/4000	-	236/1800	-	1676	1600
D	Axis Edition 1.7 CRDi 2WD	-	5	22395	12989	6-M	tba	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	3 1.7 CRDi 2WD	-	5	23100	13398	6-M	13	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-3 2.0 CRDi AWD	-	5	25500	17340	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600	2000
D	KX-3 2.0 CRDi AWD Auto	-	5	26810	18231	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676	1600
D	3 Sat Nav 1.7 CRDi 2WD	323	5	23900	13862	6-M	13	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-3 Sat Nav 2.0 CRDi AWD	-	5	26300	17884	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600	2000
D	KX-3 Sat Nav 2.0 CRDi AWD Auto	-	5	27610	18775	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676	1600
D	4 1.7 CRDi 2WD	-	5	25000	14500	6-M	14	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-4 2.0 CRDi AWD	-	5	28200	15228	6-M	18	120	9.5	46.3	158	1995	181/4000	-	283/1800	-	1600	2000
D	KX-4 2.0 CRDi AWD Auto	-	5	29510	15935	6-A	18	121	9.5	39.2	189	1995	181/4000	-	289/1800	-	1676	1600

Sorento
Rating ★★★★

Sorento shifts upmarket with better refinement, extra gadgets and a higher list price. Drives nicely, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	KX-1 2.2 CRDi	-	5	28795	13822	6-M	24	124	9.0	49.6	149	2199	197/3800	-	325/1750	-	1932	2500
D	KX-2 2.2 CRDi	-	5	31995	15358	6-M	25	124	9.0	46.3	161	2199	197/3800	-	325/1750	-	1932	2500
D	KX-2 2.2 CRDi Auto	-	5	33750	16200	6-A	25	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000
D	KX-3 2.2 CRDi	-	5	35845	17206	6-M	26	124	9.0	46.3	161	2199	197/3800	-	325/1750	-	1932	2500
D	KX-3 2.2 CRDi Auto	-	5	37600	18048	6-A	26	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000
D	KX-4 2.2 CRDi Auto	341	5	41000	19680	6-A	28	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000

LAND ROVER

UK dealers: 117 **Warranty:** 3 years/Unlimited mileage
Servicing: 16,000miles (Defender 12,000miles)Discovery Sport & Evoque (21,000miles)

Defender
Rating ★★★

Ready for a museum podium as maker prepares its replacement. Iconic go-anywhere hardware.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	90 Station Wagon	-	3	25265	13643	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 County Station Wagon	-	3	25265	13643	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 XS Station Wagon	297	3	30505	16473	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 Heritage Station Wagon	340	3	30900	16686	6-M	13	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 Landmark Station Wagon	-	3	34995	18897	6-M	14	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1902	3500
D	90 Adventure Station Wagon	-	3	43495	23487	6-M	16	90	15.8	27.7	269	2198	148/3500	-	295/2000	-	1902	3500
D	90 Autobiography Station Wagon	-	3	61845	33396	6-M	19	90	15.8	27.7	269	2198	148/3500	-	295/2000	-	1902	3500
D	110 Station Wagon	-	5	27620	14915	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 County Station Wagon	-	5	29550	15957	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 XS Station Wagon	-	5	33405	18039	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 Heritage Station Wagon	-	5	34200	18468	6-M	15	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 Landmark Station Wagon	-	5	37995	20517	6-M	16	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2125	3500
D	110 Adventure Station Wagon	-	5	43495	23487	6-M	17	90	15.8	25.5	295	2198	148/3500	-	295/2000	-	2125	3500

Discovery Sport
Rating ★★★★½

The new name for the Freelander. Pushed upmarket, and more versatile, and it's pretty good to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TD4 SE	-	5	30695	16575	6-M	tba	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000
D	2.0 TD4 SE Tech	-	5	32195	17385	6-M	tba	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000
D	2.0 TD4 HSE	-	5	35395	19113	6-M	tba	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000
D	2.0 TD4 SE	-	5	32395	17493	6-M	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2100
D	2.0 TD4 SE Auto	-	5	34200	18468	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
D	2.0 TD4 SE Tech	-	5	33895	18303	6-M	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2100
D	2.0 TD4 SE Tech Auto	-	5	35700	19278	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
D	2.0 TD4 HSE	-	5	37595	20301	6-M	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2100
D	2.0 TD4 HSE Auto	-	5	39400	21276	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
D	2.0 TD4 HSE Black Auto	-	5	41250	22275	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
D	2.0 TD4 HSE Luxury	-	5	41195	22245	6-M	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2100
D	2.0 TD4 HSE Luxury Auto	-	5	43000	23220	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200

Discovery
Rating ★★★★

One of, if not, the classiest and capable ways of carrying seven people in comfort both on and off-road.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 SDV6 SE	-	5	41600	25792	8-A	41	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
D	3.0 SDV6 SE Tech	-	5	47500	29450	8-A	43	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
D	3.0 SDV6 HSE	-	5	54500	33790	8-A	41	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
D	3.0 SDV6 HSE Luxury	340	5	59970	37181	8-A	42	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500

New Range Rover Evoque
Rating ★★★★½

Most desirable and classiest compact SUV about, boasting a superb driving experience and great quality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 eD4 SE	-	5	30200	18120	6-M	28	113	10.6	65.6	113	1999	148/4000	-	317/1500	-	1551	1500
D	2.0 TD4 SE	-	5	32800	20336	6-M	33	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679	1800
D	2.0 TD4 SE Auto	-	5	34600	21452	9-A	33	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690	2000
D	2.0 eD4 SE Tech	-	5	32200	19320	6-M	30	113	10.6	65.6	113	1999	148/4000	-	317/1500	-	1551	1500
D	2.0 TD4 SE Tech	-	5	34800	21576	6-M	34	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679	1800
D	2.0 TD4 SE Tech Auto	-	5	36600	22692	9-A	34	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690	2000
D	2.0 TD4 HSE Dynamic	-	5	40500	25110	6-M	36	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679	1800
D	2.0 TD4 HSE Dynamic Auto	-	5	42300	26226	9-A	36	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690	2000
D	2.0 TD4 HSE Dynamic Lux	-	5	46000	28520	6-M	37	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679	1800
D	2.0 TD4 HSE Dynamic Lux Auto	-	5	47800	29636	9-A	37	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690	2000
D	Coupé 2.0 TD4 SE Auto	-	3	34600	19376	9-A	tba	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690	2000
D	Coupé 2.0 eD4 SE Tech	-	3	32200	18032	6-M	32	113	10.6	68.8	109	1999	148/4000	-	317/1500	-	1551	1500
D	Coupé 2.0 TD4 SE Tech Auto	-	3	36600	20496	9-A	34	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690	2000
D	Coupé 2.0 TD4 HSE Dynamic Auto	-	3	42300	23688	9-A	36	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690	2000
D	Coupé 2.0 TD4 HSE Dynamic Lux Auto	-	3	47800	26768	9-A	37	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690	2000

Range Rover Sport
Rating ★★★★½

Earns its Sport name much more this time around. Based on the full-fat Range Rover, but with a sportier twist.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 SDV6 HSE	-	5	61950	32214	8-A	43	130	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
D	3.0 SDV6 HSE Dynamic	317	5	67150	34918	8-A	43	140	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
D	3.0 SDV6 Autobiography Dynamic	-	5	77850	40482	8-A	45	140	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
DE	3.0 SDV6 Hybrid Autobiography Dynamic	-	5	84350	43862	8-A	47	140	6.4	45.6	164	2993	288/4000	47	443/2000	125	2428	3000
D	4.4 SDV8 Autobiography Dynamic	-	5	84350	40488	8-A	47	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2434	3500

Range Rover
Rating ★★★★½

The ultimate expression in off- and on-road luxury. Exquisitely finished and more economical than ever before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 TDV6 Vogue Auto	-	5	74950	32978	8-A	45	130	7.4	40.9	182	2993	255/3500	-	443/2000	-	2215	3500
D	3.0 TDV6 Vogue SE Auto	312	5	81850	36014	8-A	46	130	7.4	40.9	182	2993	255/3500	-	443/2000	-	2215	3500
D	3.0 TDV6 Autobiography Auto	-	5	91550	40282	8-A	47	130	7.4	40.9	182	2993	255/3500	-	443/2000	-	2215	3500
DE	3.0 SDV6 Hybrid Autobiography Auto	329	5	102450	45078	8-A	50	135	6.5	41.5	164	2993	288/4000	47	443/1500	125	2466	3000
D	4.4 SDV8 Vogue Auto	-	5	81950	36058	8-A	48	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
D	4.4 SDV8 Vogue SE Auto	320	5	88850	39094	8-A	48	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
D	4.4 SDV8 Autobiography Auto	-	5	98550	43362	8-A	49	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
DE	LWB 3.0 SDV6 Hybrid Autobiography Auto	-	5	110150	48466	8-A	50	135	6.5	41.5	164	2993	288/4000	47	443/1500	125	2539	3000
DE	LWB 3.0 SDV6 Hybrid SVAutobiography Auto	-	5	159600	70224	8-A	50	135	6.5	41.5	164	2993	288/4000	47	443/1500	125	2539	3000
D	LWB 4.4 SDV8 Autobiography Auto	323	5	106250	46750	8-A	50	135	6.6	33.6	219	4367	335/3500	-	546/1750	-	2560	3500
D	LWB 4.4 SDV8 SVAutobiography Auto	-	5	156000	68640	8-A	50	135	6.6	33.6	219	4367	335/3500	-	546/1750	-	2560	3500

LEXUS

UK dealers: 50 **Warranty:** 3 years/60,000miles **Servicing:** 10,000miles

CT
Rating ★★★½

It's a Prius in a fancy frock. Excellent emissions and build, but so-so performance and dynamics remain.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	CT 200h S	-	5	21245	9348	CVT	19	112	10.3	78.5	82	1798	98/5200	80	105/2800	153	1370	0
PE	CT 200h SE	-	5	22745	10008	CVT	19	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h Advance	325	5	24245	10668	CVT	19	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h Luxury	-	5	24745	10888	CVT	20	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h Advance Plus	-	5	25495	11218	CVT	20	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h F-Sport	-	5	26995	11878	CVT	20	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h Premier	-	5	29745	13088	CVT	21	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0

IS
Rating ★★★½

Sharp looking compact exec to go up against the BMW 3 Series. No diesel, just hybrid power this time around.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	IS 300h SE	-	4	28995	13338	CVT	31	125	8.4	67.3	97	2494	178/6000	141	163/4200	221	1620	0
PE	IS 300h Executive Edition	-	4	29995	13798	CVT	32	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h Luxury	-	4	30995	14258	CVT	32	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h Advance	-	4	31495	14488	CVT	tba	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h F Sport	-	4	32495	14948	CVT	32	125	8.4	61.4	107	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h Premier	316	4	36750	16905	CVT	33	125	8.4	61.4	107	2494	178/6000	141	163/4200	221	1620	750

NX
Rating ★★★★

Strikingly styled SUV with hybrid power, and based upon the Toyota RAV4. Dynamically, it's the best Lexus yet.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	NX 300h S	-	5	29495	14158	CVT	29	112	9.2	56.5	116	2494	153/5700	141	155/4200	199	1715	0
PE	NX 300h SE	-	5	31495	15118	CVT	31	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300 Luxury	-	5	34495	16558	CVT	31	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300h F Sport	333	5	36995	17758	CVT	32	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300h Premier	-	5	42995	20638	CVT	33	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500

GS
Rating ★★★

Still slipstreaming BMW 5 Series for dynamic ability, but the GS is slicker and more refined than before.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	GS 300h SE	-	4	31495	14488	CVT	31	119	9.2	60.1	109	2494	178/6000	141	163/4200	221	1730	0
PE	GS 300h Luxury	-	4	37495	17248	CVT	32	119	9.2	57.6	113	2494	178/6000	141	163/4200	221	1735	500
PE	GS 300h F Sport	321	4	41745	19203	CVT	33	119	9.2	56.5	115	2494	178/6000	141	163/4200	221	1735	500
PE	GS 300h Premier	-	4	43745	20123	CVT	33	119	9.2	57.6	113	2494	178/6000	141	163/4200	221	1735	500
PE	GS 450h Luxury	-	4	45495	20928	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500
PE	GS 450h F Sport	302	4	51495	23688	CVT	42	156	5.9	45.6	145	3456	288/6000	197	260/4500	203	1825	1500
PE	GS 450h Premier	-	4	51495	23688	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500

RX
Rating ★★★½

Deeply green large SUV offering great refinement, low running costs and credible levels of kit.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	RX 450h SE	-	5	44495	21358	CVT	40	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Luxury	-	5	48495	23278	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Advance	-	5	48495	23278	CVT	44	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h F Sport	-	5	51995	24958	CVT	42	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Premier	303	5	55495	26638	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000

LS
Rating ★★★

Hybrid power brings down running costs a little. Filled to the brim with gadgets, but isn't exactly cheap.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	LS 600h L Premier	313	4	99995	49998	CVT	50	155	6.3	32.8	199	4969	389/6400	221	384/4000	221	2370	0

MASERATI

UK dealers: 18 **Warranty:** 3 years/62,500miles **Servicing:** 12,500miles

Ghibli
Rating ★★★★

The first diesel in Maserati's history. Great to drive, it makes an interesting to the default premium choice.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	325	4	49160	27530	8-A	tba	155	6.3	47.9	158	2987	271/4000	-	443/2000	-	1835	0

Quattroporte
Rating ★★★★

The first diesel in Maserati's history. Great to drive, it makes an interesting to the default premium choice.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	331	4	69235	38772	8-A	tba	155	6.4	45.6	163	2987	271/4000	-	487/2000	-	1885	0

MAZDA

UK dealers: 137 **Warranty:** 3 years/60,000miles **Servicing:** 12,500miles

New 2
Rating ★★★★

Mazda's smallest car returns to the diesel fold with an engaging driving experience and economical engines.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE-L Diesel	-	5	15995	6718	6-M	15	111	10.1	83.1	89	1499	103/4000	-	162/1400	-	1115	900
D	Sport Diesel	-	5	16995	7138	6-M	15	111	10.1	83.1	89	1499	103/4000	-	162/1400	-	1115	900

3
Rating ★★★★

Frugal hatch and saloon that's neatly styled and great to drive. Lots of kit for your money, too.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE Diesel	-	5	19645	7858	6-M	23	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	SE-L Diesel	-	5	21145	8458	6-M	24	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	SE-L Diesel Auto	-	5	22345	8938	6-A	24	125	9.0	58.9	127	2191	148/4500	-	280/1800	-	1480	1500
D	Sport Nav Diesel	320	5	22545	9018	6-M	24	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	Sport Nav Diesel Auto	-	5	23745	9498	6-A	24	125	9.7	58.9	127	2191	148/4500	-	280/1800	-	1480	1500
D	Fastback SE Diesel	-	4	19645	7858	6-M	23	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500
D	Fastback SE-L Diesel	-	4	21145	8458	6-M	24	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500
D	Fastback Sport Nav Diesel	325	4	22545	9018	6-M	24	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500

5
Rating ★★★½

Case study in how to build a stylish MPV. Drives well too, though cabin needs an upgrade.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Sport Venture Diesel	-	5	21895	10510	6-M	16	111	13.7	54.3	138	1560	114/3600	-	199/1750	-	1505	1200

New 6
Rating ★★★★½

Cracking styling ensures new 6 stands out in the company car crowd. It's good to drive, and the estate's even cooler.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE Diesel	-	4	22295	10256	6-M	21	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
D	SE-L Diesel	-	4	23295	10716	6-M	19	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
D	SE-L Diesel Auto	-	4	24495	11268	6-A	19	127	9.8	58.9	127	2191	148/4500	-	280/1800	-	1587	1600
D	Sport Nav Diesel	-	4	26395	12142	6-M	21	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
D	Sport Nav Diesel	-	4	26795	12326	6-M	23	139	7.9	62.8	119	2191	173/4500	-	310/2000	-	1590	1600
D	Sport Nav Diesel Auto	-	4	27995	12878	6-A	23	134	8.4	58.9	127	2191	173/4500	-	310/2000	-	1600	1600
D	Tourer SE Diesel	-	5	23095	10624	6-M	21	130	9.3	67.3	110	2191	148/4500	-	280/1800	-	1583	1600
D	Tourer SE-L Diesel	-	5	24095	11084	6-M	19	130	9.3	67.3	110	2191	148/4500	-	280/1800	-	1583	1600
D	Tourer SE-L Diesel Auto	-	5	25295	11636	6-A	19	126	10.0	57.6	129	2191	148/4500	-	280/1800	-	1604	1600
D	Tourer Sport Nav Diesel	-	5	27195	12510	6-M	21	130	9.2	64.2	116	2191	148/4500	-	280/1800	-	1583	1600
D	Tourer Sport Nav Diesel	-	5	27595	12694	6-M	23	137	8.0	61.4	121	2191	173/4500	-	310/2000	-	1602	1600
D	Tourer Sport Nav Diesel Auto	-	5	28795	13246	6-A	23	134	8.6	57.6	129	2191	173/4500	-	310/2000	-	1618	1600

CX-3
Rating ★★★★½

One of the best compact crossover vehicles on the market. It's frugal, silky smooth to drive and looks great.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2WD SE Diesel	-	5	18995	11397	6-M	15	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
D	2WD SE-L Diesel	-	5	20395	12237	6-M	13	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
D	2WD Sport Nav Diesel	-	5	21895	13137	6-M	15	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
D	AWD Sport Nav Diesel	-	5	23395	14037	6-M	15	107	10.5	60.1	123	1499	103/4000	-	199/1600	-	1350	1200
D	AWD Sport Nav Diesel Auto	-	5	24695	14817	6-A	15	107	11.9	54.3	136	1499	103/4000	-	199/1600	-	1370	1200

New CX-5
Rating ★★★★

One of the best medium crossovers about, with velvety performance, particularly from the engine. Affordable to run, too.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2WD SE-L Nav Diesel	-	5	24795	14877	6-M	18	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
D	2WD SE-L Nav Diesel Auto	-	5	26095	15657	6-A	18	123	10.0	53.3	139	2191	148/4500	-	280/1800	-	1624	2000
D	AWD SE-L Nav Diesel	-	5	26695	16017	6-M	17	122	9.4	54.3	136	2191	148/4500	-	280/1800	-	1688	2000
D	AWD SE-L Nav Diesel Auto	-	5	27895	16737	6-A	17	121	10.2	51.4	144	2191	148/4500	-	280/1800	-	1703	2000
D	2WD SE-L Nav Lux Diesel	-	5	26395	15837	6-M	20	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
D	2WD Sport Nav Diesel	-	5	27195	16317	6-M	19	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
D	AWD Sport Nav Diesel	-	5	29395	18813	6-M	21	129	8.8	54.3	136	2191	173/4500	-	310/2000	-	1688	2000
D	AWD Sport Nav Diesel Auto	-	5	30595	19581	6-A	21	127	9.4	51.4	144	2191	173/4500	-	310/2000	-	1703	2000

MERCEDES-BENZ

UK dealers: 125 **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

New A-Class
Rating COMING SOON

Modest changes for 2015, but that's because it was close to spot-on already. Popular, and quite rightly so.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	A 180 d SE	-	5	22140	9299	6-M	tba	118	11.3	80.7	89	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 d SE Auto	-	5	23590	9908	7-A	tba	118	11.3	68.9	98	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 d Sport	-	5	23135	9717	6-M	tba	118	11.3	tba	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 d Sport Auto	-	5	24585	10326	7-A	tba	118	11.3	tba	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 d AMG Line	-	5	24430	10261	6-M	tba	118	11.3	tba	107	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 d AMG Line Auto	-	5	25880	10870	7-A	tba	118	11.3	tba	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 200 d SE	-	5	23215	9750	6-M	tba	130	9.3	74.3	106	2143	134/3200	-	221/1400	-	1455	1500
D	A 200 d SE Auto	-	5	24665	10359	7-A	tba	130	8.8	70.6	99	2143	134/3200	-	221/1400	-	1485	1500
D	A 200 d Sport	-	5	24210	10168	6-M	tba	130	9.3	tba	111	2143	134/3200	-	221/1400	-	1455	1500
D	A 200 d Sport Auto	-	5	25660	10777	7-A	tba	130	8.8	tba	103	2143	134/3200	-	221/1400	-	1485	1500
D	A 200 d AMG Line	-	5	25505	10712	6-M	tba	130	9.3	tba	116	2143	134/3200	-	221/1400	-	1455	1500
D	A 200 d AMG Line Auto	-	5	26955	11321	7-A	tba	130	8.8	tba	108	2143	134/3200	-	221/1400	-	1485	1500
D	A 220 d AMG Line Auto	-	5	28385	11922	7-A	tba	139	7.5	67.4	109	2143	174/3600	-	258/1400	-	1485	1500
D	A 220 d Motorsport Edition Auto	-	5	31635	13287	7-A	tba	139	7.5	67.4	109	2143	174/3600	-	258/1400	-	1545	1500
D	A 220 d 4MATIC AMG Line Auto	-	5	29885	12552	7-A	tba	137	7.5	58.9	124	2143	174/3600	-	258/1400	-	1485	1500
D	A 220 d 4MATIC Motorsport Edition Auto	-	5	33135	13917	7-A	tba	137	7.5	58.9	124	2143	174/3600	-	258/1400	-	1545	1500

A-Class
Rating ★★★★

Quirky looks have been abandoned in favour of a great mainstream hatch that's satisfying to drive and own.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	A 180 CDI SE	-	5	21790	9152	6-M	15	118	11.3	76.4	98	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI SE Auto	-	5	23240	9761	7-A	15	118	11.6	76.4	98	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI Sport	-	5	22785	9570	6-M	16	118	11.3	72.4	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI Sport Auto	-	5	24235	10179	7-A	16	118	11.6	74.3	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI Sport Edition	-	5	23480	9862	6-M	17	118	11.3	72.4	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI Sport Edition Auto	-	5	24930	10471	7-A	17	118	11.6	74.3	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI AMG Sport	-	5	24035	10095	6-M	16	118	11.3	72.4	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI AMG Sport Auto	-	5	25485	10704	7-A	16	118	11.6	74.3	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI AMG Night Edition	-	5	26030	10933	6-M	18	118	11.3	72.4	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI AMG Night Edition Auto	-	5	27480	11542	7-A	18	118	11.6	74.3	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 200 CDI Sport	-	5	23860	10021	6-M	21	130	9.3	64.2	111	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI Sport Auto	-	5	25310	10630	7-A	21	130	9.2	68.9	103	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI Sport Edition	-	5	24555	10313	6-M	21	130	9.3	64.2	111	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI Sport Edition Auto	-	5	26005	10922	7-A	21	130	9.2	68.9	103	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI AMG Sport	-	5	25110	10546	6-M	22	130	9.3	64.2	111	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI AMG Sport Auto	-	5	26560	11155	7-A	22	130	9.2	68.9	103	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI AMG Night Edition	-	5	27105	11384	6-M	22	130	9.3	64.2	111	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI AMG Night Edition Auto	-	5	28555	11993	7-A	22	130	9.2	68.9	103	2143	134/3400	-	221/1400	-	1485	1500
D	A 220 CDI AMG Sport Auto	307	5	27760	11659	7-A	25	137	8.2	67.3	107	2143	168/3400	-	258/1400	-	1485	0
D	A 220 CDI AMG Night Edition Auto	-	5	29755	12497	7-A	25	137	8.2	67.3	107	2143	168/3400	-	258/1400	-	1485	0

TOP5
MEDIUM HATCHBACKS WITH THE LARGEST BOOT

1	Skoda Octavia	590 litres
2	Honda Civic	477 litres
3	Peugeot 308	470 litres
4	Citroën C4	408 litres
5	Renault Megane	405 litres

New B-Class
Rating ★★★★

Merc says it's its most significantly changed model ever. We agree. It's now rather good and much more desirable.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	B 180 CDI SE	-	5	22575	9482	6-M	15	118	11.6	70.6	104	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI SE Auto	-	5	24025	10091	7-A	15	118	11.9	70.6	104	1461	107/4000	-	192/1750	-	1450	1200
D	B 180 CDI Sport	-	5	23170	9731	6-M	16	118	11.6	68.9	107	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI Sport Auto	-	5	24620	10340	7-A	16	118	11.9	68.9	107	1461	107/4000	-	192/1750	-	1450	1200
D	B 180 CDI AMG Line	-	5	24465	10275	6-M	16	118	11.6	68.9	107	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI AMG Line Auto	-	5	25915	10884	7-A	16	118	11.9	68.9	107	1461	107/4000	-	192/1750	-	1450	1200
D	B 200 CDI SE	-	5	23650	9933	6-M	19	130	9.9	tba	109	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI SE Auto	-	5	25100	10542	7-A	19	130	9.8	70.6	104	2143	134/3200	-	221/1400	-	1505	1500
D	B 200 CDI Sport	-	5	24245	10183	6-M	21	130	9.9	tba	112	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI Sport Auto	-	5	25695	10792	7-A	21	130	9.8	tba	106	2143	134/3200	-	221/1400	-	1505	1500
D	B 200 CDI AMG Line	-	5	25540	10727	6-M	21	130	9.9	tba	112	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI AMG Line Auto	-	5	26990	11336	7-A	21	130	9.8	tba	106	2143	134/3200	-	221/1400	-	1505	1500
D	B 220 CDI Sport Auto	-	5	27125	11393	7-A	24	139	8.3	tba	108	2143	174/3600	-	258/1400	-	1505	1500
D	B 220 CDI AMG Line Auto	-	5	28420	11936	7-A	24	139	8.3	tba	108	2143	174/3600	-	258/1400	-	1505	1500
D	B 220 CDI 4MATIC Sport Auto	-	5	28625	12023	7-A	23	137	8.3	56.5	130	2143	174/3600	-	258/1400	-	1575	1500
D	B 220 CDI 4MATIC AMG Line Auto	-	5	29920	12566	7-A	23	137	8.3	56.5	130	2143	174/3600	-	258/1400	-	1575	1500
E	Electric Drive Sport	-	5	26950	tba	1-A	24	100	7.9	(124)	0	-	-	177	-	251	1725	0
E	Electric Drive Electric Art	-	5	27245	tba	1-A	24	100	7.9	(124)	0	-	-	177	-	251	1725	0

New C-Class
Rating ★★★★

Larger and more luxurious than before, with a stunning cabin, more frugal engines and better equipment.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C 200 d SE	-	4	29380	12927	6-M	24	135	9.7	72.4	101	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d SE Auto	-	4	30880	13587	7-A	24	134	10.2	65.7	111	1598	134/3800	-	236/1500	-	1505	1600
D	C 200 d Sport	-	4	31375	13805	6-M	25	135	9.7	72.4	101	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d Sport Auto	-	4	32875	14465	7-A	25	134	10.2	65.7	111	1598	134/3800	-	236/1500	-	1505	1600
D	C 200 d AMG Line	-	4	32870	14463	6-M	25	135	9.7	68.9	106	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d AMG Line Auto	-	4	34370	15123	7-A	25	134	10.2	62.8	116	1598	134/3800	-	236/1500	-	1505	1600
D	C 220 d SE	-	4	30175	13881	6-M	30	145	7.7	70.6	103	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d SE Auto	-	4	31675	14571	7-A	30	145	7.4	65.7	109	2143	168/3000	-	295/1400	-	1570	1800
D	C 220 d Sport	-	4	32170	14798	6-M	31	145	7.7	70.6	103	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d Sport Auto	330	4	33670	15488	7-A	31	145	7.4	65.7	109	2143	168/3000	-	295/1400	-	1570	1800
D	C 220 d AMG Line	-	4	33665	15486	6-M	31	145	7.7	67.3	108	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d AMG Line Auto	-	4	35165	16176	7-A	31	145	7.4	62.8	117	2143	168/3000	-	295/1400	-	1570	1800
D	C 250 d SE Auto	-	4	32830	15102	7-A	36	153	6.6	65.7	109	2143	201/3800	-	369/1600	-	1595	1800
D	C 250 d Sport Auto	-	4	34825	16020	7-A	37	153	6.6	65.7	109	2143	201/3800	-	369/1600	-	1595	1800
D	C 250 d AMG Line Auto	-	4	36320	16707	7-A	37	153	6.6	62.8	117	2143	201/3800	-	369/1600	-	1595	1800
DE	C 300 h SE Auto	-	4	35440	16302	7-A	36	152	6.4	78.5	94	2143	201/3800	27	369/1600	184	1715	1600
DE	C 300 h Sport Auto	334	4	37435	17220	7-A	37	152	6.4	78.5	94	2143	201/3800	27	369/1600	184	1715	1600
DE	C 300 h AMG Line Auto	-	4	38930	17908	7-A	37	152	6.4	74.3	100	2143	201/3800	27	369/1600	184	1715	1600
PE	C 350 e Sport Auto	-	4	33270	15304	7-A	38	155	5.9	134.5	48	1991	208/5500	80	258/1200	251	1780	1600
D	C 200 d SE Estate	-	5	30580	13455	6-M	24	133	10.1	65.7	109	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d SE Estate Auto	-	5	32080	14115	7-A	24	132	10.6	64.2	114	1598	134/3800	-	236/1500	-	1580	1600
D	C 200 d Sport Estate	-	5	32575	14333	6-M	25	133	10.1	65.7	111	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d Sport Estate Auto	-	5	34075	14993	7-A	25	132	10.6	64.2	114	1598	134/3800	-	236/1500	-	1580	1600
D	C 200 d AMG Line Estate	-	5	34070	14991	6-M	25	133	10.1	62.8	117	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d AMG Line Estate Auto	-	5	35570	15651	7-A	25	132	10.6	61.4	121	1598	134/3800	-	236/1500	-	1580	1600
D	C 220 d SE Estate	-	5	31375	14433	6-M	30	143	7.9	67.3	108	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d SE Estate Auto	-	5	32875	15123	7-A	30	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 d Sport Estate	-	5	33370	15350	6-M	31	143	7.9	67.3	108	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d Sport Estate Auto	332	5	34870	16040	7-A	31	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 d AMG Line Estate	-	5	34865	16038	6-M	31	143	7.9	64.2	113	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d AMG Line Estate Auto	-	5	36365	16728	7-A	31	142	7.6	62.8	119	2143	168/3000	-	295/1400	-	1615	1800
D	C 250 d SE Estate Auto	-	5	34030	15654	7-A	36	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	1800
D	C 250 d Sport Estate Auto	-	5	36025	16572	7-A	37	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	1800
D	C 250 d AMG Line Estate Auto	-	5	37520	17259	7-A	37	150	6.9	58.9	122	2143	201/3800	-	369/1600	-	1660	1800
DE	C 300 h Sport Estate Auto	-	5	38635	17772	7-A	37	148	6.7	74.3	99	2143	201/3800	27	369/1600	184	1765	1600
DE	C 300 h AMG Line Estate Auto	-	5	40130	18460	7-A	37	148	6.7	68.9	104	2143	201/3800	27	369/1600	184	1765	1600
PE	C 350 e Sport Estate Auto	-	5	34470	15856	7-A	38	153	6.2	134.5	49	1991	208/5500	80	258/1200	251	1840	1600

C-Class
Rating ★★★★

Merc injects more luxury and driving passion to its compact executive. Coupé looks pretty stylish.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C 220 CDI Executive SE Coupé	-	2	31130	13697	6-M	34	144	8.4	68.9	109	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 CDI Executive SE Coupé Auto	-	2	32630	14357	7-A	34	144	8.1	57.7	128	2143	168/3000	-	295/1400	-	1630	1800
D	C 220 CDI AMG Sport Edition Coupé	-	2	32460	14282	6-M	38	144	8.4	55.4	133	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 CDI AMG Sport Edition Coupé Auto	-	2	33960	14942	7-A	38	144	8.1	53.3	139	2143	168/3000	-	295/1400	-	1630	1800
D	C 250 CDI AMG Sport Edition Coupé	-	2	33515	14747	6-M	41	149	7.0	52.3	143	2143	201/3800	-	369/1600	-	1655	1800
D	C 250 CDI AMG Sport Edition Coupé Auto	-	2	35000	15400	7-A	41	149	7.1	53.3	139	2143	201/3800	-	369/1600	-	1660	1800

CLA-Class
Rating ★★★½

Kicks off a totally new segment with CLS-Class looks, combined with A-Class underpinnings.

POWER	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	CLA 200 CDI Sport	-	4	26925	14001	6-M	27	137	9.9	tba	109	2143	134/3200	-	221/1400	-	1500	1500
D	CLA 200 CDI Sport Auto	-	4	28375	14755	7-A	27	137	9.8	tba	105	2143	134/3200	-	221/1400	-	1525	1500
D	CLA 200 CDI AMG Sport	-	4	29125	15145	6-M	29	137	9.9	tba	109	2143	134/3200	-	221/1400	-	1500	1500
D	CLA 200 CDI AMG Sport Auto	-	4	30575	15899	7-A	29	137	9.8	tba	105	2143	134/3200	-	221/1400	-	1525	1500
D	CLA 220 CDI Sport Auto	-	4	29775	14888	7-A	27	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
D	CLA 220 CDI AMG Sport Auto	315	4	31975	15988	7-A	28	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
D	CLA 220 CDI OrangeArt Auto	-	4	33975	16988	7-A	30	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
D	CLA 220 CDI 4Matic Sport Auto	-	4	31275	15638	7-A	29	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500
D	CLA 220 CDI 4Matic AMG Sport Auto	-	4	33475	16738	7-A	30	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500

CLA-Class (continued)

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
CLA 220 CDI 4Matic OrangeArt Auto	D	-	4	35475	17738	7-A	30	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500
CLA 200 CDI Sport Shooting Brake	D	-	5	27775	14443	6-M	24	134	9.9	65.7	111	2143	134/3200	-	221/1400	-	1530	1500
CLA 200 CDI Sport Shooting Brake Auto	D	341	5	29225	15197	7-A	24	134	9.9	68.9	106	2143	134/3200	-	221/1400	-	1555	1500
CLA 200 CDI AMG Sport Shooting Brake	D	-	5	29975	15587	6-M	24	134	9.9	65.7	111	2143	134/3200	-	221/1400	-	1530	1500
CLA 200 CDI AMG Sport Shooting Brake Auto	D	-	5	31425	16341	7-A	24	134	9.9	68.9	106	2143	134/3200	-	221/1400	-	1555	1500
CLA 220 CDI Sport Shooting Brake Auto	D	-	5	30625	15313	7-A	27	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500
CLA 220 CDI AMG Sport Shooting Brake Auto	D	-	5	32825	16413	7-A	28	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500
CLA 220 CDI OrangeArt Shooting Brake Auto	D	-	5	34825	17413	7-A	30	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500

CLS-Class
Rating ★★★★☆

Revised with extra body jewellery and great efficiency. The CLS kicked off the four-door coupé trend.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
CLS 220 d AMG Line Auto	D	-	4	46500	19530	7-A	43	138	8.5	57.7	128	2143	174/3200	-	295/1400	-	1790	0
CLS 350 d AMG Line Auto	D	-	4	50695	20278	9-A	48	155	6.5	51.4	142	2987	255/3600	-	457/1600	-	1845	0
CLS 220 d AMG Line Shooting Brake Auto	D	-	5	48080	20194	7-A	41	133	8.8	56.5	132	2143	174/3200	-	295/1400	-	1845	2100
CLS 350 d AMG Line Shooting Brake Auto	D	-	5	52145	20858	9-A	48	152	6.6	49.6	149	2987	255/3600	-	457/1600	-	1935	2100

E-Class
Rating ★★★★☆

Keeps getting better. Still solid as ever, but now even more sensible for running costs. Estate huge.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E 220 BlueTEC SE Auto	D	-	4	34870	13948	7-A	33	141	8.4	64.2	114	2143	174/3200	-	295/1400	-	1760	2000
E 220 BlueTEC AMG Night Edition Auto	D	-	4	37565	15026	7-A	tba	141	8.4	tba	121	2143	174/3200	-	295/1400	-	1760	2000
E 250 CDI SE Auto	D	-	4	37420	15716	7-A	38	150	7.5	57.7	129	2143	201/3800	-	369/1600	-	1845	2000
E 250 CDI AMG Night Edition Auto	D	-	4	40245	16903	7-A	tba	150	7.5	55.4	134	2143	201/3800	-	369/1600	-	1845	2000
E 300 BlueTEC Hybrid SE Auto	DE	333	4	40480	18621	7-A	41	150	7.1	68.9	107	2143	201/4200	27	369/1600	207	1845	300
E 300 BlueTEC Hybrid AMG Night Edition Auto	DE	-	4	43175	19861	7-A	tba	150	7.1	67.3	110	2143	201/4200	27	369/1600	207	1845	300
E 350 BlueTEC AMG Night Edition Auto	D	-	4	42010	19325	9-A	tba	155	6.4	54.3	136	2987	255/3400	-	457/1600	-	1885	2100
E 220 BlueTEC SE Estate Auto	D	-	5	36660	14664	7-A	33	136	8.8	60.1	124	2143	174/3200	-	295/1400	-	1760	2100
E 220 BlueTEC AMG Night Edition Estate Auto	D	-	5	39355	15742	7-A	tba	136	8.8	tba	130	2143	174/3200	-	295/1400	-	1760	2100
E 250 CDI SE Estate Auto	D	-	5	39355	18103	7-A	38	144	7.8	51.4	143	2143	201/3800	-	369/1600	-	1885	2100
E 250 CDI AMG Night Edition Estate Auto	D	-	5	42050	19343	7-A	tba	144	7.8	51.4	145	2143	201/3800	-	369/1600	-	1885	2100
E 300 BlueTEC Hybrid SE Estate Auto	DE	-	5	42270	19444	7-A	41	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
E 300 BlueTEC Hybrid AMG Night Edition Estate Auto	DE	-	5	44965	20684	7-A	tba	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
E 350 BlueTEC AMG Night Edition Estate Auto	D	-	5	43815	20155	9-A	tba	155	6.6	51.4	143	2987	255/3400	-	457/1600	-	1955	2100
E 350 BlueTEC AMG Line Estate Auto	D	-	5	43015	19787	9-A	43	155	6.6	51.4	142	2987	255/3400	-	457/1600	-	1955	2100
E 220 BlueTEC AMG Line Coupé Auto	D	-	2	39310	18869	7-A	35	145	8.3	58.9	126	2143	174/3200	-	295/1400	-	1735	1800
E 250 CDI AMG Line Coupé Auto	D	-	2	40930	19646	7-A	40	153	7.3	57.7	129	2143	201/3800	-	369/1600	-	1735	0
E 350 BlueTEC AMG Line Coupé Auto	D	-	2	42625	21313	9-A	44	155	6.2	53.3	140	2987	255/3400	-	457/1600	-	1785	0
E 220 BlueTEC AMG Line Cabriolet Auto	D	-	2	42810	20549	7-A	37	143	8.7	56.5	131	2143	174/3200	-	295/1400	-	1845	1800
E 250 CDI AMG Line Cabriolet Auto	D	-	2	44300	21264	7-A	42	151	7.7	57.7	128	2143	201/3800	-	369/1600	-	1845	0
E 350 BlueTEC AMG Line Cabriolet Auto	D	-	2	46010	23005	9-A	46	155	6.5	50.4	146	2987	255/3400	-	457/1600	-	1915	0

GLA-Class
Rating ★★★★☆

Compact crossover based on the A-Class. Decent to drive, beautifully finished, well kitted out, and keenly priced.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
GLA 200 CDI Sport	D	-	5	26265	13658	6-M	19	127	10.0	67.3	110	2143	134/3200	-	221/1400	-	1505	1500
GLA 200 CDI Sport Auto	D	-	5	27715	14412	7-A	19	127	9.9	65.7	108	2143	134/3200	-	221/1400	-	1535	1500
GLA 200 CDI AMG Line	D	-	5	27265	14178	6-M	21	127	10.0	64.2	115	2143	134/3200	-	221/1400	-	1505	1500
GLA 200 CDI AMG Line Auto	D	327	5	28715	14932	7-A	21	127	9.9	64.2	115	2143	134/3200	-	221/1400	-	1535	1500
GLA 200 CDI 4MATIC Sport Auto	D	-	5	29215	15192	7-A	19	124	9.9	58.9	127	2143	134/3400	-	221/1400	-	1595	1800
GLA 200 CDI 4MATIC AMG Line Auto	D	-	5	30215	15712	7-A	19	124	9.9	56.5	130	2143	134/3400	-	221/1400	-	1595	1800
GLA 220 CDI 4MATIC Sport Auto	D	-	5	30645	15935	7-A	23	134	8.3	58.9	127	2143	168/3400	-	258/1400	-	1595	1800
GLA 220 CDI 4MATIC AMG Line Auto	D	-	5	31645	16455	7-A	25	134	8.3	56.5	130	2143	168/3400	-	258/1400	-	1595	1800

GLC-Class
Rating ★★★★½

Goes straight to the top of the medium SUV class thanks to a beautifully finished cabin and excellent road manners.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
GLC 220 d 4MATIC SE Auto	D	-	5	34950	18873	9-A	tba	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
GLC 220 d 4MATIC Sport Auto	D	-	5	37445	20220	9-A	tba	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
GLC 220 d 4MATIC AMG Line Auto	D	-	5	38940	21028	9-A	tba	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
GLC 250 d 4MATIC SE Auto	D	-	5	36105	19497	9-A	tba	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500
GLC 250 d 4MATIC Sport Auto	D	-	5	38600	20844	9-A	tba	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500
GLC 250 d 4MATIC AMG Line Auto	D	-	5	40095	21651	9-A	tba	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500

GLE-Class
Rating ★★★★☆

Merc takes on the X5 and X6 with a pair of GLE models. More dynamic than before, they're superbly refined, too.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
GLE 250 d 4MATIC Sport Auto	D	-	5	49280	27597	9-A	tba	132	8.6	47.9	155	2143	201/3800	-	369/1600	-	2150	2900
GLE 250 d 4MATIC AMG Line Auto	D	-	5	51680	28941	9-A	tba	132	8.6	47.1	156	2143	201/3800	-	369/1600	-	2150	2900
GLE 350 d 4MATIC AMG Line Auto	D	-	5	56280	31517	9-A	tba	140	7.1	42.8	179	2987	255/3400	-	457/1600	-	2175	3500
GLE 350 d 4MATIC designo Line Auto	D	-	5	65575	36722	9-A	tba	140	7.1	42.8	179	2987	255/3400	-	457/1600	-	2175	3500
GLE 500 e 4MATIC AMG Line Auto	PE	-	5	64995	36397	7-A	tba	152	5.3	76.4	84	2996	329/5250	114	354/1600	251	2465	2000
GLE 500 e 4MATIC designo Line Auto	PE	-	5	74290	41602	7-A	tba	152	5.3	76.4	84	2996	329/5250	114	354/1600	251	2465	2000
GLE 350 d 4MATIC AMG Line Coupé Auto	D	-	5	60680	33981	9-A	tba	140	7.0	39.2	187	2987	255/3400	-	457/1600	-	2250	2900
GLE 350 d 4MATIC designo Line Coupé Auto	D	-	5	69975	39186	9-A	tba	140	7.0	39.2	187	2987	255/3400	-	457/1600	-	2250	2900

G-Class
Rating ★★½☆☆

Rewinds the clock to 1979. Classic 4x4 with a mild makeover, including a new cabin. Shouts money, and fab off-road.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
G 350 d 4MATIC Auto	D	-	5	87795	49165	7-A	tba	119	8.9	28.5	261	2987	241/3600	-	443/1600	-	2612	3500

GL-Class
Rating ★★★½☆

You think you own the road? You'll need to with this seven-seater as it's so vast. Latest model plusher than ever.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
GL 350 BlueTEC 4MATIC AMG Sport	D	317	5	61655	27128	7-A	49	137	7.9	36.2	205	2987	255/3600	-	457/1600	-	2455	3500

M-Class
Rating ★★★★☆

Downsized engines bring extra frugality to the M-Class. It's great to drive too, and not badly priced.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
ML 250 BlueTEC 4MATIC SE Executive Auto	D	-	5	48190	26023	7-A	40	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
ML 250 BlueTEC 4MATIC AMG Line Auto	D	-	5	50850	27459	7-A	41	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
ML 350 BlueTEC 4MATIC SE Executive Auto	D	-	5	51340	27724	7-A	44	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500
ML 350 BlueTEC 4MATIC AMG Line Auto	D	-	5	54000	29160	7-A	45	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500

S-Class
Rating ★★★★½

The most technically advanced car in the world, and a barometer before the tech filters down to more mundane models.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
S 300 h AMG Line L Auto	DE	328	4	73375	29350	7-A	47	155	7.6	61.4	120	2143	201/3800	27	369/1600	184	2035	0
S 350 d AMG Line Auto	D	-	4	68990	27596	7-A	49	155	6.8	47.9	154	2987	255/3600	-	457/1600	-	1955	2100
S 350 d SE Line L Auto	D	324	4	67995	27198	7-A	49	155	6.8	50.4	148	2987	255/3600	-	457/1600	-	1975	2100
S 350 d AMG Line L Auto	D	-	4	71990	28796	7-A	50	155	6.8	47.1	157	2987	255/3600	-	457/1600	-	1975	2100
S 400 h SE Line L Auto	PE	-	4	72020	28808	7-A	49	155	6.8	42.2	154	3498	302/6500	27	273/3500	184	1945	0
S 400 h AMG Line L Auto	PE	-	4	75980	30392	7-A	49	155	6.8	40.4	161	3498	302/6500	27	273/3500	184	1945	0
S 500 e AMG Line L Auto	PE	-	4	84290	33716	7-A	50	155	5.2	100.9	65	2996	329/5250	114	354/1600	251	2215	0

SLK-Class
Rating ★★★★☆

Beautifully crafted, rock-solid but lithe, the SLK reaches out for men to love it as much as women do. And they will!

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SLK 250 d Auto	D	-	2	33020	14529	9-A	45	152	6.6	70.6	114	2143	201/3800	-	369/1600	-	1605	0
SLK 250 d AMG Sport Auto	D	-	2	37020	16289	9-A	45	152	6.6	70.6	114	2143	201/3800	-	369/1600	-	1605	0

V-Class
Rating ★★★★☆

After a long wait for UK sales, it's finally here. Takes a large leap upmarket, and is better to drive than before.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
V 220 BlueTEC SE Auto	D	-	5	41845	24270	7-A	31	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2100	2500
V 220 BlueTEC Sport Auto	D	-	5	44340	25717	7-A	33	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2100	2500
V 250 BlueTEC SE Auto	D	-	5	43520	25242	7-A	32	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2105	2500
V 250 BlueTEC Sport Auto	D	-	5	46015	26689	7-A	34	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2105	2500
V 220 BlueTEC SE Extra Long Auto	D	-	5	43380	26028	7-A	33	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2150	2500
V 220 BlueTEC Sport Extra Long Auto	D	-	5	45875	27525	7-A	37	121	11.8	45.8	163	2143	161/3800	-	280/1400	-	2150	2500
V 250 BlueTEC SE Extra Long Auto	D	-	5	45055	27033	7-A	36	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2155	2500
V 250 BlueTEC Sport Extra Long Auto	D	-	5	47550	28530	7-A	38	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2155	2500

MG

UK dealers: 62 **Warranty:** 3 years/60,000miles **Servicing:** 15,000miles

New 6
Rating ★★★½☆

Best value medium car bar none. Better engineered and more frugal than before, with an incredibly low list price.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
S 1.9 DTi	D	-	5	13995	5598	6-M	tba	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1521	1600
TS 1.9 DTi	D	-	5	16195	6478	6-M	tba	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1530	1600
TL 1.9 DTi	D	337	5	17995	7198	6-M	tba	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1539	1600

MINI

UK dealers: 145 **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

New Hatch
Rating ★★★★½

Like a cheeky caricature of the winning MINI formula. More frugal, better quality and only marginally costlier.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
One D	D	-	3	15075	6332	6-M	11	118	11.0	83.1	89	1496	94/4000	-	162/1750	-	1190	0
Cooper D	D	329	3	16635	7319	6-M	15	127	9.2	80.7	92	1496	114/4000	-	199/1750	-	1210	0
Cooper D Auto	D	-	3	17905	7878	6-A	15	127	9.2	76.3	98	1496	114/4000	-	199/1750	-	1225	0
Cooper SD	D	-	3	19655	9828	6-M	23	141	7.3	70.6	106	1995	168/4000	-	266/1500	-	1250	0
Cooper SD Auto	D	332	3	21280	10640	6-A	23	140	7.2	70.6	104	1995	168/4000	-	266/1500	-	1265	0
One D	D	-	5	15675	6584	6-M	11	116	11.4	80.7	92	1496	94/4000	-	162/1500	-	1250	0
Cooper D	D	331	5	17235	7583	6-M	15	126	9.4	78.5	95	1496	114/4000	-	199/1750	-	1265	0
Cooper D Auto	D	-	5	18505	8142	6-A	15	125	9.5	74.3	99	1496	114/4000	-	199/1750	-	1280	0
Cooper SD	D	-	5	20255	10128	6-M	23	140	7.4	68.9	109	1995	168/4000	-	266/1500	-	1305	0
Cooper SD Auto	D	-	5	21880	10940	6-A	23	139	7.3	68.9	107	1995	168/4000	-	266/1500	-	1325	0

Clubman
Rating COMING SOON

The biggest MINI ever, and this time around, there's proper doors on both sides, to maximise versatility.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Cooper D	D	-	5	22265	tba	6-M	tba	132	8.6	68.9	109	1995	148/4000	-	243/1750	-	1395	1300
Cooper D Auto	D	-	5	23535	tba	8-A	tba	132	8.5	68.9	109	1995	148/4000	-	243/1750	-	1435	1300

Countryman
Rating ★★★★☆

Scoffed at as a MINI too far due to its size, but critics need to drive this family-pack option - it's still a hoot to drive.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
One D	D	-	5	17990	8995	6-M	13	106	12.9	67.3	111	1598	89/4000	-	159/1750	-	1385	0
Cooper D	D	-	5	19740	9870	6-M	18	116	10.9	67.3	111	1598	110/4000	-	199/1750	-	1385	800
Cooper D Auto	D	-	5	20970	10485	6-A	18	112	11.3	50.4	148	1995	110/4000	-	199/1750	-	1410	1200
Cooper D ALL4	D	332	5	20940	10470	6-M	16	112	11.6	60.1	123	1598	110/4000	-	199/1750	-	1465	800
Cooper D ALL4 Auto	D	-	5	22205	11103	6-A	16	110	11.9	47.9	155	1995	110/4000	-	199/1750	-	1490	1200
Cooper D Park Lane	D	-	5	23345	11673	6-M	tba	116	10.9	67.3	111	1598	110/4000	-	199/1750	-	1385	800
Cooper D Park Lane Auto	D	-	5	24580	12290	6-A	tba	112	11.3	50.4	148	1995	110/4000	-	199/1750	-	1410	1200
Cooper D Park Lane ALL4	D	-	5	24375	12188	6-M	tba	112	11.6	60.1	123	1598	110/4000	-	199/1750	-	1465	800
Cooper D Park Lane ALL4 Auto	D	-	5	25530	12765	6-A	tba	110	11.9	47.9	155	1995	110/4000	-	199/1750	-	1490	1200
Cooper SD	D	-	5	22610	11305	6-M	20	124	9.2	62.8	119	1995	141/4000	-	225/1750	-	1395	800
Cooper SD Auto	D	-	5	23900	11950	6-A	20	122	9.4	49.6	149	1995	141/4000	-	225/1750	-	1425	1200
Cooper SD ALL4	D	-	5	23830	11915	6-M	20	122	9.3	58.9	126	1995	141/4000	-	225/1750	-	1480	800
Cooper SD ALL4 Auto	D	-	5	25155	12578	6-A	20	121	9.4	47.9	156	1995	141/4000	-	225/1750	-	1505	1200
Cooper SD Park Lane	D	-	5	25880	12940	6-M	tba	124	9.2	62.8	119	1995	141/4000	-	225/1750	-	1395	800
Cooper SD Park Lane Auto	D	-	5	27170	13585	6-A	tba	122	9.4	49.6	149	1995	141/4000	-	225/1750	-	1425	1200
Cooper SD Park Lane ALL4	D	-	5	26865	13433	6-M	tba	122	9.3	58.9	126	1995	141/4000	-	225/1750	-	1480	800
Cooper SD Park Lane ALL4 Auto	D	-	5	28155	14078	6-A	tba	121	9.4	47.9	156	1995	141/4000	-	225/1750	-	1505	1200

Paceman
Rating ★★★½☆

A cynic might say it's just a three-door Countryman, and err, it is... trapped up a niche cul-de-sac.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Cooper D	D	-	3	20210	10105	6-M	15	117	10.8	67.3	111	1598	110/4000	-	199/1750	-	1385	800
Cooper D Auto	D	-	3	21440	10720	6-A	15	114	11.2	50.4	148	1995	110/4000	-	199/1750	-	1405	1200
Cooper D ALL4	D	-	3	21400	10700	6-M	14	114	11.5	60.1	123	1598	110/4000	-	199/1750	-	1455	800
Cooper D ALL4 Auto	D	-	3	22665	11333	6-A	14	111	11.8	47.9	155	1995	110/4000	-	199/1750	-	1480	1200
Cooper SD	D	-	3	23070	11535	6-M	20	125	9.1	62.8	119	1995	141/4000	-	225/1750	-	1395	800
Cooper SD Auto	D	-	3	24360	12180	6-A	19	124	9.3	49.6	149	1995	141/4000	-	225/1750	-	1420	1200
Cooper SD ALL4	D	320	3	24290	12145	6-M	19	124	9.2	58.9	126	1995	141/4000	-	225/1750	-	1470	800
Cooper SD ALL4 Auto	D	-	3	25615	12808	6-A	19	122	9.3	47.9	156	1995	141/4000	-	225/1750	-	1495	1200

MITSUBISHI

UK dealers: 120 **Warranty:** 5 years/62,500miles (L200 5 years/125,000miles)
Servicing: 12,500miles (ASX 2.2 DI–D/L200 9,000 miles)

Mirage
Rating ★★☆☆☆

Good value, frugal and well equipped, but lets itself down by feeling cheap and is below par to drive.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
1	P	-	5	8999	3240	5-M	15	106	13.6	67.3	96	999	70/6000	-	65/5000	-	845	0
2	P	-	5	10999	3960	5-M	18	112	11.7	68.9	96	1193	79/6000	-	78/4000	-	845	0
3	P	-	5	11999	4320	5-M	18	112	11.7	65.7	100	1193	79/6000	-	78/4000	-	845	0
3 Auto	P	-	5	12999	4680	CVT	18	107	12.8	68.9	95	1193	79/6000	-	78/4000	-	865	0

LONG TERM TEST

ASX
Rating ★★★☆☆

Looks sharp, drives neatly and is spacious. New engine for 2015, while equipment levels are generous.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
ZC-M 1.6 Diesel	D	-	5	19499	8970	6-M	18	113	11.2	61.4	119	1560	113/3600	-	199/1750	-	1380	1400
ZC-H 1.6 Diesel 4WD	D	-	5	23499	10810	6-M	18	111	11.5	56.5	132	1560	113/3600	-	199/1750	-	1445	1400
ZC-H 2.2 Diesel 4WD Auto	D	-	5	24899	11454	6-A	23	118	10.8	48.7	152	2268	148/3500	-	266-1500	-	1540	1400

LONG TERM TEST

Outlander
Rating ★★★½☆

Plusher and better equipped than its predecessor. Frugal engines deliver decent performance too.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
2.2 DI-D GX2	D	-	5	23799	11424	6-M	22	124	10.2	53.3	138	2268	148/3500	-	280/1750	-	1560	2000
2.2 DI-D GX3	D	-	5	26599	12768	6-M	23	124	10.2	52.3	140	2268	148/3500	-	280/1750	-	1595	2000
2.2 DI-D GX3 Auto	D	-	5	28249	13560	6-A	23	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
2.2 DI-D GX4	D	317	5	30499	14640	6-M	24	124	10.2	52.3	140	2268	148/3500	-	280/1750	-	1595	2000
2.2 DI-D GX4 Auto	D	-	5	31899	15312	6-A	24	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
2.2 DI-D GX4s Auto	D	-	5	33999	16320	6-A	22	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
PHEV 2.0 MIVEC GX3h Auto	PE	-	5	28249	13560	1-A	26	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PHEV 2.0 MIVEC GX4h Auto	PE	-	5	32899	15792	1-A	27	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PHEV 2.0 MIVEC GX4hs Auto	PE	-	5	34999	16800	1-A	24	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PHEV 2.0 MIVEC GX5h Auto	PE	-	5	37899	18192	1-A	28	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PHEV 2.0 MIVEC GX5hs Auto	PE	-	5	39999	19200	1-A	24	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500

Shogun
Rating ★★★☆☆

Fantastic off-road, but struggles on tarmac due to poor refinement. It looks good though, and is well kitted out.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
3.2 DI-D SG2 SWB	D	-	3	26449	11109	5-M	29	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
3.2 DI-D SG2 SWB Auto	D	-	3	28134	11816	5-A	29	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000
3.2 DI-D Warrior SWB	D	-	3	29619	12440	5-M	31	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
3.2 DI-D Warrior SWB Auto	D	-	3	31304	13148	5-A	31	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000
3.2 DI-D Barbarian SWB	D	-	3	32249	13545	5-M	31	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
3.2 DI-D Barbarian SWB Auto	D	-	3	33934	14252	5-A	31	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000
3.2 DI-D SG2 LWB	D	-	5	28849	12694	5-M	29	111	10.5	34.9	213	3200	197/3800	-	325/2000	-	2395	3500
3.2 DI-D SG2 LWB Auto	D	-	5	30534	13435	5-A	29	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500
3.2 DI-D SG3 LWB Auto	D	-	5	34049	14982	5-A	30	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500
3.2 DI-D SG4 LWB Auto	D	333	5	37049	16302	5-A	31	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500

L200
Rating ★★★☆☆

It's Mitsubishi's best seller and drives quite well. Steering is imprecise though, and ride gets bouncy easily.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Double Cab 4Work	D	-	4	20458.8	7774	5-M	8	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
Double Cab 4Life	D	-	4	22258.8	8458	5-M	8	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
Double Cab Challenger	D	-	4	19798.9	7524	5-M	8	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
Double Cab Warrior	D	-	4	23518.8	8937	5-M	9	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
Double Cab Warrior Auto	D	-	4	25198.8	9576	5-A	9	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000
Double Cab Barbarian	D	-	4	27118.8	10305	5-M	9	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
Double Cab Barbarian Auto	D	-	4	28798.8	10944	5-A	10	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000
Double Cab Barbarian Black	D	-	4	27958.8	10624	5-M	10	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
Double Cab Barbarian Black Auto	D	-	4	29638.8	11263	5-A	10	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000

NISSAN

UK dealers: 204 **Warranty:** 3 years/60,000miles (NV200 3 years/100,000miles)
Servicing: 18,000 miles (Pathfinder/Navara 12,500miles)

Leaf
Rating ★★★★☆

British built, great value and available in a choice of trims. Great to drive and well equipped, but still limited by range.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Visia (Batteries included)	E	-	5	21490	6447	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
Acenta (Batteries included)	E	-	5	23590	7077	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1493	0
Acenta+ (Batteries included)	E	-	5	24740	7422	1-A	20	87	11.5	(124)	0	-	-	107	-	187	1493	0
Tekna (Batteries included)	E	-	5	25590	7677	1-A	20	89	11.5	(124)	0	-	-	107	-	187	1512	0
Visia Flex (Batteries leased)	E	-	5	16490	4947	1-A	24	87	11.5	(124)	0	-	-	107	-	187	1474	0
Acenta Flex (Batteries leased)	E	-	5	18590	5577	1-A	24	87	11.5	(124)	0	-	-	107	-	187	1493	0
Acenta+ Flex (Batteries leased)	E	-	5	19740	5922	1-A	21	87	11.5	(124)	0	-	-	107	-	187	1493	0
Tekna Flex (Batteries leased)	E	-	5	20590	6177	1-A	21	89	11.5	(124)	0	-	-	107	-	187	1512	0

Micra
Rating ★★☆☆☆

Not as accomplished as its predecessors, falling short in several key areas. It's frugal though, but not exactly cheap.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Visia 1.2 DIG-S	P	-	5	11390	4556	5-M	10	112	11.3	68.9	95	1198	97/5600	-	108/4400	-	1030	0
Acenta 1.2 DIG-S	P	-	5	12715	5086	5-M	10	112	11.3	65.7	99	1198	97/5600	-	108/4400	-	1060	0
n-tec 1.2 DIG-S	P	-	5	13500	5400	5-M	tba	112	11.4	65.7	99	1198	97/5600	-	108/4400	-	1100	0
Tekna 1.2 DIG-S	P	-	5	14115	5646	5-M	11	112	11.4	65.7	99	1198	97/5600	-	108/4400	-	1100	0

Note
Rating ★★★½☆

Hi-tech Brit-built alternative to the supermini herd. More efficient than before, but edgier and just as spacious.

Model	Power	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Visia 1.5 dCi	D	-	5	14280	5712	5-M	8	111	11.9	tba	93	1461	89/4000	-	148/1750	-	1132	450
Acenta 1.2 DIG-S	P	-	5	14775	5615	5-M	10	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
Acenta 1.5 dCi	D	-	5	15675	6270	5-M	8	111	11.9	tba	93	1461	89/4000	-	148/1750	-	1132	450
Acenta Style 1.2 DIG-S	P	-	5	15275	5805	5-M	10	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
Acenta Style 1.5 dCi	D	-	5	16175	6470	5-M	9	111	11.9	tba	93	1461	89/4000	-	148/1750	-	1132	450
Acenta Premium 1.2 DIG-S	P	-	5	15715	5972	5-M	10	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
Acenta Premium 1.5 dCi	D	328	5	16615	6646	5-M	9	111	11.9	tba	93	1461	89/4000	-	148/1750	-	1132	450

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Tekna 1.2 DIG-S	-	5	16620	6316	5-M	10	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Tekna 1.5 dCi	-	5	17520	7008	5-M	9	111	11.9	tba	93	1461	89/4000	-	148/1750	-	1132	450
P	Tekna Style 1.2 DIG-S	-	5	17120	6506	5-M	8	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Tekna Style 1.5 dCi	-	5	18020	7208	5-M	9	111	11.9	tba	93	1461	89/4000	-	148/1750	-	1132	450

Juke
Rating ★★★½

Greater personalisation and bigger boot is combined with its modern love it or hate it 'in-yer-face' styling.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	15830	8232	6-M	11	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Acenta dCi 110	-	5	17025	8853	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Acenta Premium dCi 110	-	5	18425	9581	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Tekna dCi 110	-	5	19675	10231	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250

Pulsar
Rating ★★★★

Nissan aims to attack the Golf and Focus and dominate the sector, like it has done in the crossover world.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	17895	6800	6-M	13	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	Acenta dCi 110	-	5	19245	7313	6-M	11	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	n-tec dCi 110	-	5	20895	7940	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	Tekna dCi 110	334	5	22245	8453	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200

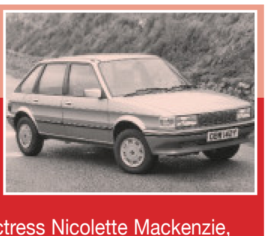
CAR OF THE YEAR 2014

Qashqai
Rating ★★★★½

Second generation crossover goes upmarket with better quality materials. It's also more expensive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	20295	9742	6-M	17	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Acenta dCi 110	-	5	21880	10502	6-M	17	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Acenta Premium dCi 110	323	5	23730	11390	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Acenta Premium dCi 130	-	5	24980	11990	6-M	18	118	9.9	64.2	116	1598	129/4000	-	236/1750	-	1419	1800
D	Acenta Premium dCi 130 Auto	-	5	26330	12638	CVT	18	114	11.1	60.1	122	1598	129/4000	-	236/1750	-	1461	1400
D	Acenta Premium dCi 130 4WD	-	5	26680	12806	6-M	19	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800
D	n-tec dCi 110	-	5	23730	11390	6-M	15	113	11.9	70.6	103	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec dCi 130	-	5	24980	11990	6-M	18	118	9.9	61.4	120	1598	129/4000	-	236/1750	-	1419	1800
D	n-tec dCi 130 Auto	-	5	26330	12638	CVT	18	114	11.1	57.6	128	1598	129/4000	-	236/1750	-	1461	1400
D	n-tec dCi 130 4WD	-	5	26810	12869	6-M	18	118	10.5	55.4	133	1598	129/4000	-	236/1750	-	1518	1800
D	n-tec+ dCi 110	-	5	24280	11654	6-M	15	113	11.9	70.6	103	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec+ dCi 130	-	5	25530	12254	6-M	18	118	9.9	61.4	120	1598	129/4000	-	236/1750	-	1419	1800
D	n-tec+ dCi 130 Auto	-	5	26880	12902	CVT	18	114	11.1	57.6	128	1598	129/4000	-	236/1750	-	1461	1400
D	n-tec+ dCi 130 4WD	-	5	27360	13133	6-M	18	118	10.5	55.4	133	1598	129/4000	-	236/1750	-	1518	1800
D	Tekna dCi 110 (17-inch wheels)	-	5	25830	12398	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Tekna dCi 110 (19-inch wheels)	-	5	25830	12398	6-M	15	113	11.9	70.6	103	1461	109/4000	-	192/1750	-	1365	1350
D	Tekna dCi 130 (17-inch wheels)	-	5	27080	12998	6-M	19	118	9.9	64.2	116	1598	129/4000	-	236/1750	-	1419	1800
D	Tekna dCi 130 (19-inch wheels)	-	5	27080	12998	6-M	19	118	9.9	61.4	120	1598	129/4000	-	236/1750	-	1419	1800
D	Tekna dCi 130 Auto (17-inch wheels)	-	5	27180	13046	CVT	19	114	11.1	60.1	122	1598	129/4000	-	236/1750	-	1461	1400
D	Tekna dCi 130 Auto (19-inch wheels)	-	5	28430	13646	CVT	19	114	11.1	57.6	128	1598	129/4000	-	236/1750	-	1461	1400
D	Tekna dCi 130 4WD (17-inch wheels)	-	5	28780	13814	6-M	19	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800
D	Tekna dCi 130 4WD (19-inch wheels)	-	5	28910	13877	6-M	19	118	10.5	55.4	133	1598	129/4000	-	236/1750	-	1518	1800

DID YOU KNOW?



The Austin Maestro from the 1980s was one of the first cars with a synthesised digital dashboard. It warned about low oil pressure, or that the car needed a service, amongst other things. For British market cars, the voice was of actress Nicolette Mackenzie, but for other European countries, like Spain and Germany, the voice was male. No official reason was given by Austin Rover, but rumour suggests that German and Spanish drivers would not want to take advice from a woman.

X-Trail
Rating ★★★★½

A new direction for the X-Trail fulfilling the seven-seat market, and just as great to drive as the Qashqai.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 130 2WD 5-seat	-	5	23455	11728	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Visia dCi 130 2WD 7-seat	-	5	24255	12128	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD 5-seat	-	5	25255	12628	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD 7-seat	-	5	26055	13028	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD Auto 5-seat	-	5	26605	13303	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta dCi 130 2WD Auto 7-seat	-	5	27405	13703	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta dCi 130 4WD 5-seat	-	5	26955	13478	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta dCi 130 4WD 7-seat	-	5	27755	13878	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta+ dCi 130 2WD 5-seat	-	5	26805	13403	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta+ dCi 130 2WD 7-seat	-	5	27605	13803	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta+ dCi 130 2WD Auto 5-seat	-	5	27895	13948	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta+ dCi 130 2WD Auto 7-seat	-	5	28695	14348	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta+ dCi 130 4WD 5-seat	-	5	28245	14123	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta+ dCi 130 4WD 7-seat	-	5	29045	14523	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	n-tec dCi 130 2WD 5-seat	330	5	28035	14018	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	n-tec dCi 130 2WD 7-seat	-	5	28835	14418	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	n-tec dCi 130 2WD Auto 5-seat	-	5	28995	14498	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	n-tec dCi 130 2WD Auto 7-seat	-	5	29795	14898	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	n-tec dCi 130 4WD 5-seat	-	5	29620	14810	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	n-tec dCi 130 4WD 7-seat	-	5	30420	15210	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Tekna dCi 130 2WD 5-seat	-	5	30035	15018	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Tekna dCi 130 2WD 7-seat	-	5	30835	15418	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Tekna dCi 130 2WD Auto 5-seat	-	5	31255	15628	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Tekna dCi 130 2WD Auto 7-seat	-	5	32055	16028	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Tekna dCi 130 4WD 5-seat	-	5	31345	15673	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Tekna dCi 130 4WD 7-seat	-	5	32145	16073	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000

Navara
Rating ★★★

Large load bay, roomy cabin and road manners that aren't bad. Avoid the cramped King Cab though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab Visia 2.5 dCi	317	4	22415	6725	6-M	10	104	13.1	34.5	215	2488	142/3600	-	258/1600	-	2085	2600
D	Double Cab Acenta 2.5 dCi	-	4	24415	7325	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Tekna 2.5 dCi	-	4	27515	8255	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Tekna 2.5 dCi Auto	-	4	29270	8781	5-A	10	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
D	Double Cab Salomon 2.5 dCi	-	4	28265	8480	6-M	11	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Salomon 2.5 dCi Auto	-	4	30020	9006	5-A	11	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
D	Double Cab Outlaw 3.0 V6 dCi Auto	-	4	37560	11268	7-A	11	121	9.3	29.7	250	2991	228/3750	-	406/1750	-	2150	3000

NV200/e-NV200 Combi
Rating COMING SOON

It's picked up gongs as a van but scores poorly as an MPV with vague steering and a noisy engine.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Combi Acenta 1.5 dCi 5 seat	-	5	19327	7344	5-M	17	98	tba	57.7	130	1461	89/4000	-	148/2000	-	1355	1100
D	Combi Acenta 1.5 dCi 7 seat	-	5	19687	7875	5-M	17	98	tba	57.7	130	1461	89/4000	-	148/2000	-	1390	1100
D	Combi Acenta 1.5 dCi 5 seat	-	5	19867	7549	6-M	19	105	tba	57.7	130	1461	109/4000	-	177/2000	-	1369	1100
D	Combi Acenta 1.5 dCi 7 seat	-	5	20227	8091	6-M	19	105	tba	57.7	130	1461	109/4000	-	177/2000	-	1404	1100
E	Combi Acenta 5 seat (Batteries included)	-	5	23087	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta 7 seat (Batteries included)	-	5	23403.2	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Acenta Rapid 5 seat (Batteries included)	-	5	23927	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Rapid 7 seat (Batteries included)	-	5	24243.2	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Acenta Rapid Plus 5 seat (Batteries included)	-	5	24581	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Rapid Plus 7 seat (Batteries included)	-	5	24897.2	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Tekna Rapid 5 seat (Batteries included)	-	5	25763	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Combi Tekna Rapid 7 seat (Batteries included)	-	5	26079.2	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Tekna Rapid Plus 5 seat (Batteries included)	-	5	26429	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Combi Tekna Rapid Plus 7 seat (Batteries included)	-	5	26745.2	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Evalia Tekna Rapid 5 seat (Batteries included)	-	5	26276.6	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1641	0
E	Evalia Tekna Rapid 7 seat (Batteries included)	-	5	26592.8	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1677	0
E	Evalia Tekna Rapid Plus 5 seat (Batteries included)	-	5	26942.6	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1641	0
E	Evalia Tekna Rapid Plus 7 seat (Batteries included)	-	5	27258.8	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1677	0
E	Combi Acenta Flex 5 seat (Batteries leased)	-	5	18083	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Flex 7 seat (Batteries leased)	-	5	18399.2	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Acenta Rapid Flex 5 seat (Batteries leased)	-	5	18923	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Rapid Flex 7 seat (Batteries leased)	-	5	19239.2	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Acenta Rapid Plus Flex 5 seat (Batteries leased)	-	5	19577	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Combi Acenta Rapid Plus Flex 7 seat (Batteries leased)	-	5	19893.2	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Tekna Rapid Flex 5 seat (Batteries leased)	-	5	20759	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Combi Tekna Rapid Flex 7 seat (Batteries leased)	-	5	21075.2	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Combi Tekna Rapid Plus Flex 5 seat (Batteries leased)	-	5	21425	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Combi Tekna Rapid Plus Flex 7 seat (Batteries leased)	-	5	21741.2	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	tba	0
E	Evalia Tekna Rapid Flex 5 seat (Batteries leased)	-	5	21272.6	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1641	0
E	Evalia Tekna Rapid Flex 7 seat (Batteries leased)	-	5	21588.8	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1677	0
E	Evalia Tekna Rapid Plus Flex 5 seat (Batteries leased)	-	5	21938.6	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1641	0
E	Evalia Tekna Rapid Plus Flex 7 seat (Batteries leased)	-	5	22254.8	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1677	0

PEUGEOT

UK dealers: 250 **Warranty:** 3 years/60,000 miles
Servicing: 108 1.0 10,000 miles (iOn 12,500 miles) PureTech and BlueHDi engines Variable Schedule

108
Rating ★★★★

Most upmarket of the trio, it's decent to drive, well kitted out and keenly priced. A leap forward from its predecessor.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Access 1.0	-	3	8345	3338	5-M	6	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0	-	3	9595	3838	5-M	6	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0	-	5	9995	4198	5-M	6	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0 2-Tronic	-	5	10495	4408	5-A	6	99	17.4	67.3	97	998	68/6000	-	70/4300	-	860	0
P	Allure 1.2 PureTech 82	-	3	11095	4438	5-M	11	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Allure 1.2 PureTech 82	332	5	11495	4828	5-M	11	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Feline 1.2 PureTech 82	-	3	11945	4778	5-M	11	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Feline 1.2 PureTech 82	-	5	12345	5185	5-M	11	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Active 1.0	-	3	10595	4238	5-M	7	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Top! Active 1.0	-	5	10995	4618	5-M	7	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Top! Active 1.0 2-Tronic	-	5	11495	4828	5-A	7	99	17.4	67.3	97	998	68/6000	-	70/4300	-	860	0
P	Top! Allure 1.2 PureTech 82	-	3	12095	4838	5-M	12	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Allure 1.2 PureTech 82	-	5	12495	5248	5-M	12	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Roland Garros 1.2 PureTech 82	-	3	12495	4998	5-M	tba	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Roland Garros 1.2 PureTech 82	-	5	12895	5416	5-M	tba	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0

New 208
Rating ★★★★

Refreshed for 2015 and as good a package as ever. Class-leading efficiency, more choice and great personalisation options.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access A/C 1.6 BlueHDi 75	-	3	13845	5815	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	660
P	Active 1.2 PureTech 82 ETG5	-	3	13820	5804	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	965	500
D	Active 1.6 BlueHDi 75	-	3	14645	6151	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	660
D	Active 1.6 BlueHDi 75	-	3	14845	6235	5-M	tba	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1070	410
P	Allure 1.2 PureTech 82 ETG5	-	3	15020	6308	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	965	500
D	Allure 1.6 BlueHDi 75	-	3	15845	6655	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	660
D	Allure 1.6 BlueHDi 75	-	3	16045	6739	5-M	tba	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1070	410
D	Allure 1.6 BlueHDi 100	-	3	16445	6907	5-M	20	116	10.7	83.1	87	1560	98/3750	-	187/1750	-	1080	1150
D	GT Line 1.6 BlueHDi 100	-	3	17045	7159	5-M	21	116	10.7	83.1	87	1560	98/3750	-	187/1750	-	1080	1150
D	GT Line 1.6 BlueHDi 120	-	3	17645	7411	6-M	23	118	9.4	78.5	94	1560	118/3500	-	210/1750	-	1115	1150
D	Access A/C 1.6 BlueHDi 75	-	5	14445	6067	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	660
P	Active 1.2 PureTech 82 ETG5	-	5	14420	6056	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	980	500
D	Active 1.6 BlueHDi 75	-	5	15245	6403	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	660
D	Active 1.6 BlueHDi 75	-	5	15445	6487	5-M	tba	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1080	410
P	Allure 1.2 PureTech 82 ETG5	-	5	15620	6560	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	980	500
D	Allure 1.6 BlueHDi 75	-	5	16445	6907	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	660
D	Allure 1.6 BlueHDi 75	-	5	16645	6991	5-M	tba	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1080	410
D	Allure 1.6 BlueHDi 100	341	5	17045	7159	5-M	20	116	10.7	83.1	87	1560	98/3750	-	187/1750	-	1090	1150
D	GT Line 1.6 BlueHDi 100	-	5	17645	7411	5-M	21	116	10.7	83.1	87	1560	98/3750	-	187/1750	-	1090	1150
D	GT Line 1.6 BlueHDi 120	-	5	18245	7663	6-M	23	118	9.4	78.5	94	1560	118/3500	-	210/1750	-	1125	1150

LONG TERM TEST

2008
Rating ★★★★

One of the strongest contenders in the burgeoning baby crossover market. Great to drive, frugal and well priced too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access A/C 1.6 BlueHDi 75	-	5	14845	5344	5-M	15	103	13.8	76.3	97	1560	74/3500	-	170/1750	-	1160	940
D	Active 1.6 BlueHDi 75	-	5	15945	5740	5-M	15	103	13.8	76.3	97	1560	74/3500	-	170/1750	-	1160	940
D	Active 1.6 BlueHDi 100	-	5	16545	5956	5-M	18	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Active 1.6 e-HDi EGC	-	5	16845	6064	6-A	17	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1170	820
D	Urban Cross 1.6 BlueHDi 100	-	5	17645	6352	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Allure 1.6 BlueHDi 100	-	5	18045	6496	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Allure 1.6 e-HDi EGC	-	5	18145	6532	6-A	18	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1170	820
D	Allure 1.6 BlueHDi 120	-	5	18645	6712	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200	1300
D	Crossway 1.6 e-HDi	-	5	18845	6784	5-M	18	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160	1270
D	Crossway 1.6 BlueHDi 120	-	5	19695	7090	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200	1300
D	Feline 1.6 BlueHDi 100	-	5	19445	7000	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Feline 1.6 BlueHDi 120	-	5	20045	7216	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200	1300

LONG TERM TEST

308
Rating ★★★★

A significant leap forward, in quality and dynamics, and one of the most comfortable riding cars in its class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access 1.6 HDi 92	-	5	16945	6100	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1090	1300
D	Access 1.6 BlueHDi 100	-	5	17145	6172	5-M	16	116	11.3	78.5	94	1560	98/3750	-	187/1750	-	1160	1300
D	Active 1.6 HDi 92	-	5	18645	6712	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1090	1300
D	Active 1.6 BlueHDi 100	-	5	18845	6784	5-M	16	116	11.3	78.5	94	1560	98/3750	-	187/1750	-	1160	1300
D	Active 1.6 HDi 115	-	5	19445	7000	6-M	18	121	10.2	76.3	95	1560	114/3600	-	199/1750	-	1162	1400
D	Active 1.6 BlueHDi 120	-	5	19845	7144	6-M	20	122	9.7	91.1	82	1560	118/3500	-	221/1750	-	1180	1400
D	Allure 1.6 HDi 115	-	5	20645	7432	6-M	18	118	10.9	74.3	100	1560	114/3600	-	199/1750	-	1162	1400
D	Allure 1.6 BlueHDi 120	-	5	21045	7576	6-M	21	122	9.7	88.3	84	1560	118/3500	-	221/1750	-	1180	1400
D	Allure 2.0 BlueHDi 150	-	5	21945	7900	6-M	25	132	8.9	76.3	97	1997	148/4000	-	273/2000	-	1290	1600
D	Allure 2.0 BlueHDi 150 Auto	-	5	22945	8260	6-A	25	131	8.6	68.9	107	1997	148/4000	-	273/2000	-	1310	1500
D	GT Line 1.6 HDi 115	-	5	22195	7990	6-M	19	118	10.9	74.3	100	1560	114/3600	-	199/1750	-	1162	1400
D	GT Line 1.6 BlueHDi 120	-	5	22595	8134	6-M	22	117	10.3	74.3	98	1560	118/3500	-	221/1750	-	1180	1400
D	GT Line 2.0 BlueHDi 150	-	5	23495	8458	6-M	26	132	8.9	76.3	97	1997	148/4000	-	273/2000	-	1290	1600
D	GT Line 2.0 BlueHDi 150 Auto	-	5	24495	8818	6-A	26	131	8.6	68.9	107	1997	148/4000	-	273/2000	-	1310	1500
D	GT 2.0 BlueHDi 180 Auto	-	5	25945	9340	6-A	29	137	8.4	70.6	103	1997	178/3750	-	295/2000	-	1320	1500
D	SW Access 1.6 HDi 92	-	5	17845	5710	5-M	15	112	11.9	74.3	99	1560	91/4000	-	170/1750	-	1180	1200
D	SW Access 1.6 BlueHDi 100	-	5	18045	5774	5-M	16	114	11.8	78.5	94	1560	98/3750	-	187/1750	-	1200	1200
D	SW Active 1.6 HDi 92	-	5	19545	6254	5-M	15	112	11.9	74.3	99	1560	91/4000	-	170/1750	-	1180	1200
D	SW Active 1.6 BlueHDi 100	-	5	19745	6318	5-M	16	114	11.8	78.5	94	1560	98/3750	-	187/1750	-	1200	1200
D	SW Active 1.6 HDi 115	-	5	20345	6917	6-M	18	120	10.6	76.3	95	1560	114/3600	-	199/1750	-	1200	1300
D	SW Active 1.6 BlueHDi 120	-	5	20745	7053	6-M	20	121	10.1	88.3	85	1560	118/3500	-	221/1750	-	1295	1300
D	SW Allure 1.6 HDi 115	-	5	21545	7325	6-M	18	117	11.3	74.3	100	1560	114/3600	-	199/1750	-	1200	1300
D	SW Allure 1.6 BlueHDi 120	-	5	21945	7461	6-M	21	121	10.1	85.6	88	1560	118/3500	-	221/1750	-	1295	1300
D	SW Allure 2.0 BlueHDi 150	-	5	22845	7767	6-M	25	130	9.2	76.3	97	1997	148/4000	-	273/2000	-	1315	1500
D	SW Allure 2.0 BlueHDi 150 Auto	-	5	23845	8107	6-A	25	130	8.9	67.2	111	1997	148/4000	-	273/2000	-	1420	1400
D	SW GT Line 1.6 HDi 115	-	5	23095	7852	6-M	19	117	11.3	74.3	100	1560	114/3600	-	199/1750	-	1200	1300
D	SW GT Line 1.6 BlueHDi 120	-	5	23495	7988	6-M	22	117	10.7	72.4	102	1560	118/3500	-	221/1750	-	1295	1300
D	SW GT Line 2.0 BlueHDi 150	-	5	24395	8294	6-M	26	130	9.2	76.3	97	1997	148/4000	-	273/2000	-	1315	1500
D	SW GT Line 2.0 BlueHDi 150 Auto	-	5	25395	8634	6-A	26	130	8.9	67.2	111	1997	148/4000	-	273/2000	-	1420	1400
D	SW GT 2.0 BlueHDi 180 Auto	338	5	26845	9127	6-A	29	135	8.6	68.8	107	1997	178/3750	-	295/2000	-	1425	1400

3008
Rating ★★★★

Qashqai challenger with a classy cabin and a roomy, versatile interior. Refinement is top-notch too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	5	21145	8881	6-M	21	112	12.0	68.9	108	1560	118/3500	-	221/1750	-	1420	1300
D	Active 1.6 BlueHDi 120 Auto	-	5	22145	9301	6-A	21	114	12.4	67.3	109	1560	118/3500	-	221/1750	-	1470	1300
D	Active 2.0 BlueHDi 150	-	5	22345	9385	6-M	25	121	9.7	68.9	106	1997	148/4000	-	273/2000	-	1530	1500
D	Allure 1.6 BlueHDi 120	-	5	23095	9700	6-M	20	112	12.0	68.9	108	1560	118/3500	-	221/1750	-	1420	1300
D	Allure 1.6 BlueHDi 120 Auto	-	5	24095	10120	6-A	20	114	12.4	65.7	112	1560	118/3500	-	221/1750	-	1470	1300
D	Allure 2.0 BlueHDi 150	-	5	24295	10204	6-M	24	121	9.7	67.3	109	1997	148/4000	-	273/2000	-	1530	1500

508
Rating ★★★★

Peugeot continues to push upmarket with updated 508. Bolder looks, all backed up with super frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine CC	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	4	22495	8548	6-M	tba	126	11.0	70.6	103	1560	118/3500	-	221/1750	-	1410	1475
D	Active 1.6 BlueHDi 120 Auto	-	4	23495	8928	6-A	tba	125	11.0	72.4	102	1560	118/3500	-	221/1750	-	1425	1175
D	Active 2.0 BlueHDi 150	-	4	23695	9004	6-M	tba	130	8.9	72.4	101	1997	148/4000	-	273/2000	-	1500	1875
D	Allure 1.6 BlueHDi 120	-	4	24595	9346	6-M	tba	126	11.0	70.6	103	1560	118/3500	-	221/1750	-	1410	1475
D	Allure 1.6 BlueHDi 120 Auto	-	4	25595	9726	6-A	tba	125	11.0	72.4	102	1560	118/3500	-	221/1750	-	1425	1175

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

508 (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Allure 2.0 BlueHDi 150	332	4	25795	9802	6-M	tba	130	8.9	72.4	101	1997	148/4000	-	273/2000	-	1500	1875
DE	Allure 2.0 BlueHDi HYbrid4 ETG	-	4	32145	11572	6-A	36	130	8.6	70.6	95	1997	161/3850	36	221/1750	148	1660	775
D	GT Line 1.6 BlueHDi 120	-	4	25595	9726	6-M	tba	126	11.0	70.6	103	1560	118/3500	-	221/1750	-	1410	1475
D	GT Line 1.6 BlueHDi 120 Auto	-	4	26595	10106	6-A	tba	125	11.0	72.4	102	1560	118/3500	-	221/1750	-	1425	1175
D	GT Line 2.0 BlueHDi 150	-	4	26795	10182	6-M	tba	130	8.9	72.4	101	1997	148/4000	-	273/2000	-	1500	1875
D	GT 2.0 BlueHDi 180 Auto	-	4	30345	10924	6-A	tba	143	8.5	67.3	110	1997	178/3750	-	295/2000	-	1540	1575
D	SW Active 1.6 BlueHDi 120	-	5	23695	9004	6-M	tba	124	11.3	tba	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW Active 1.6 BlueHDi 120 Auto	-	5	24695	9384	6-A	tba	123	11.2	tba	108	1560	118/3500	-	221/1750	-	1430	1375
D	SW Active 2.0 BlueHDi 150	-	5	24895	9460	6-M	tba	130	9.1	72.4	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW Allure 1.6 BlueHDi 120	-	5	25995	9878	6-M	tba	124	11.3	67.2	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW Allure 1.6 BlueHDi 120 Auto	-	5	26995	10258	6-A	tba	123	12.5	tba	108	1560	118/3500	-	221/1750	-	1430	1375
D	SW Allure 2.0 BlueHDi 150	-	5	27195	10334	6-M	tba	130	9.1	72.4	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW GT Line 1.6 BlueHDi 120	-	5	26995	10258	6-M	tba	124	11.3	67.2	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW GT Line 1.6 BlueHDi 120 Auto	-	5	27995	10638	6-A	tba	123	12.5	tba	108	1560	118/3500	-	221/1750	-	1430	1375
D	SW GT Line 2.0 BlueHDi 150	-	5	28195	10714	6-M	tba	130	9.1	72.4	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW GT 2.0 BlueHDi 180 Auto	-	5	31745	12063	6-A	tba	140	8.6	64.2	114	1997	178/3750	-	295/2000	-	1620	1475
D	RXH 2.0 BlueHDi 180 Auto	-	5	30895	11740	6-A	32	136	9.7	61.4	119	1997	178/3750	-	295/2000	-	1650	1100
DE	RXH 2.0 BlueHDi HYbrid4 ETG	333	5	35845	13621	6-A	37	132	10.1	72.4	109	1997	161/3850	36	221/1750	148	1770	1100

5008
Rating ★★★★

You want a practical large family car with stylish looks, quality build and nice manners? Here it is.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	5	23095	9700	6-M	19	114	13.7	67.3	109	1560	118/3500	-	221/1750	-	1490	900
D	Active 1.6 BlueHDi 120 Auto	-	5	24095	10120	6-A	tba	113	14.4	65.7	112	1560	118/3500	-	221/1750	-	1510	1050
D	Active 2.0 BlueHDi 150	-	5	24295	10204	6-M	tba	121	11.2	68.9	108	1997	148/3750	-	251/2000	-	1530	1500
D	Allure 1.6 BlueHDi 120	-	5	24895	10456	6-M	18	114	13.7	64.2	115	1560	118/3500	-	221/1750	-	1490	1100
D	Allure 1.6 BlueHDi 120 Auto	-	5	25895	10876	6-A	tba	113	14.4	64.2	114	1560	118/3500	-	221/1750	-	1510	1050
D	Allure 2.0 BlueHDi 150	-	5	26095	10960	6-M	tba	121	11.2	67.3	110	1997	148/3750	-	251/2000	-	1530	1500

LONG TERM TEST
RCZ
Rating ★★★★½

Waitrose class on a Lidl budget? RCZ looks exciting even when parked up. On the move, it's brilliant.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Sport 2.0 HDi	-	2	24200	11132	6-M	29	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0
D	GT 2.0 HDi	333	2	26600	12236	6-M	30	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0

iOn
Rating ★★★

The Mitsubish i-MiEV and Citroën C-Zero's triplet sister. Praiseworthy drive-wise, but price isn't on its side.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		-	5	21216	5516	1-A	28	81	15.9	(93)	0	-	-	63	-	133	1120	0

New Partner Tepee
Rating ★★★½

It's a squash court on wheels, thanks to van roots. Last generation 308 underpinnings add driving quality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 75 (5 seat)	-	5	15585	6546	5-M	12	95	15.1	65.7	113	1560	74/3500	-	170/1750	-	1374	1300
D	Active 1.6 BlueHDi 100 (5 seat)	-	5	16335	6861	5-M	14	101	13.4	68.9	109	1560	98/3750	-	187/1750	-	1383	1300
D	Active 1.6 BlueHDi 100 (7 seat)	-	5	17180	7216	5-M	14	103	15.3	68.9	109	1560	98/3750	-	187/1750	-	1429	1200
D	Active 1.6 BlueHDi 100 ETG (5 seat)	-	5	16885	6754	6-A	14	106	14.3	67.3	109	1560	98/3750	-	187/1750	-	1399	1300
D	Allure 1.6 BlueHDi 100 (5 seat)	-	5	18595	7810	5-M	15	101	13.4	68.9	109	1560	98/3750	-	187/1750	-	1383	1300
D	Allure 1.6 BlueHDi 120 (5 seat)	-	5	19245	7698	6-M	17	108	11.4	64.2	115	1560	118/3500	-	221/1750	-	1398	1300

PORSCHE
UK dealers: 35 **Warranty:** 3 years/Unlimited mileage **Servicing:** 20,000miles

Macan
Rating ★★★★½

New baby Cayenne sets the tarmac alight with agile handling, terrific performance and a great all-round package.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S Diesel	327	5	44871	26025	7-A	39	165	6.3	46.3	159	2967	255/4000	-	428/1750	-	1955	2400

New Cayenne
Rating ★★★★

The car that changed Porsche's fortunes forever. A class act, it simply oozes quality and dynamism.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	338	5	50791	29459	8-A	45	137	7.3	42.8	173	2967	259/4000	-	428/1750	-	2185	3500
D	S Diesel	-	5	62794	36421	8-A	50	156	5.4	35.3	209	4134	380/3750	-	627/2000	-	2290	3500
PE	S E-Hybrid	-	5	62154	33563	8-A	49	150	5.9	83.1	79	2995	329/5500	94	325/3000	229	2425	3500

Panamera
Rating ★★★★

Just updated, combining diesel or hybrid power with a sophisticated drive and like it or loathe it styling.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	-	5	65639	32820	8-A	48	160	6.0	44.1	169	2967	296/4000	-	479/1750	-	1975	2200
D	Diesel Edition	-	5	tba	tba	8-A	48	160	6.0	44.1	169	2967	296/4000	-	479/1750	-	1975	2200
PE	S E-Hybrid	320	5	84456	38850	8-A	50	167	5.5	91.1	71	2995	329/5500	94	325/3000	229	2170	0

RENAULT
UK dealers: 151 **Warranty:** 4 years/100,000miles **Servicing:** 18,000miles

Twingo
Rating ★★★½

Harks back to the R5, is funkily styled, and a world apart from the previous generation car.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Dynamique SCe 70	-	5	10995	4178	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
P	Dynamique TCe 90	332	5	11695	4444	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0
P	Dynamique S SCe 70	-	5	11845	4501	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
P	Dynamique S TCe 90	-	5	12545	4767	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0

LONG TERM TEST
Clio
Rating ★★★★

Sexy shape and smooth, lean engines make the Clio a joy. Just five doors this time around, though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 90	-	5	14975	7488	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087	1200
D	Expression+ dCi 90 ECO	-	5	15225	7308	5-M	12	112	12.0	88.3	84	1461	89/4000	-	162/1750	-	1087	1200
D	Dynamique Nav dCi 90	312	5	15975	7988	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087	1200
D	Dynamique Nav dCi 90 ECO	-	5	16225	7788	5-M	12	112	12.0	88.3	84	1461	89/4000	-	162/1750	-	1087	1200
D	Dynamique Nav dCi 90 Auto	-	5	17275	8638	6-A	11	109	12.9	80.7	92	1461	89/4000	-	162/1750	-	1153	1200
D	Dynamique S Nav dCi 90	-	5	16975	8488	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087	1200
D	Dynamique S Nav dCi 90 Auto	-	5	18275	9138	6-A	10	109	12.9	80.7	92	1461	89/4000	-	162/1750	-	1153	1200

Captur
Rating ★★★½

Renault's answer to Nissan's Juke, but cheaper and more frugal. It's practical and good to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 90	-	5	15995	6718	5-M	11	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1178	900
D	Dynamique Nav dCi 90	315	5	16995	7138	5-M	11	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Dynamique Nav dCi 90 Auto	-	5	18095	7600	5-A	11	107	13.8	74.3	99	1461	89/4000	-	162/1750	-	1204	900
D	Dynamique Nav dCi 110	-	5	17695	7432	6-M	15	109	11.0	76.4	98	1461	109/4000	-	192/1750	-	1190	900
D	Dynamique S Nav dCi 90	331	5	18495	7768	5-M	12	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1178	900
D	Dynamique S Nav dCi 90 Auto	-	5	19595	8230	5-A	12	107	13.8	74.3	99	1461	89/4000	-	162/1750	-	1204	900
D	Dynamique S Nav dCi 110	-	5	19195	8062	6-M	15	109	11.0	76.4	98	1461	109/4000	-	192/1750	-	1190	900
D	Signature Nav dCi 90	-	5	20195	8482	5-M	12	106	13.1	76.3	98	1461	89/4000	-	162/1750	-	1178	900
D	Signature Nav dCi 90 Auto	-	5	21195	8902	5-A	12	107	13.8	70.6	103	1461	89/4000	-	162/1750	-	1204	900
D	Signature Nav dCi 110	-	5	20795	8734	6-M	15	109	11.0	72.4	101	1461	109/4000	-	192/1750	-	1190	900

Megane
Rating ★★★½

Facelift brings keener prices and good equipment levels to compete with new entrants in the medium class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Coupé Dynamique Nav dCi 110	-	3	20945	7540	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé Dynamique Nav dCi 110 Auto	-	3	21945	7900	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé Dynamique Nav dCi 130	-	3	21445	7720	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé Limited Nav dCi 110	-	3	21445	7720	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé Limited Nav dCi 110 Auto	-	3	22445	8080	6-A	20	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé Limited Nav dCi 130	-	3	21945	7900	6-M	23	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé GT Line Nav dCi 110	-	3	22445	8080	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé GT Line Nav dCi 110 Auto	-	3	23445	8440	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé GT Line Nav dCi 130	-	3	22945	8260	6-M	23	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Expression+ dCi 110	-	5	18245	6203	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1215	1300
D	Expression+ dCi 110 Auto	-	5	19245	6543	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1290	1300
D	Dynamique Nav dCi 110	-	5	19245	6543	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1215	1300
D	Dynamique Nav dCi 110 Auto	-	5	20245	6883	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1290	1300
D	Dynamique Nav dCi 130	-	5	19745	6713	6-M	21	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Limited Nav dCi 110	-	5	19745	6713	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1215	1300
D	Limited Nav dCi 110 Auto	-	5	20745	7053	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1290	1300
D	Limited Nav dCi 130	-	5	20245	6883	6-M	21	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	GT Line Nav dCi 110	-	5	20745	7053	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1215	1300
D	GT Line Nav dCi 110 Auto	-	5	21745	7393	6-A	19	118	11.7	70.6	104	1461	109/4000	-	177/1750	-	1290	1300
D	GT Line Nav dCi 130	-	5	21245	7223	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	ST Expression+ dCi 110	-	5	19245	6158	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1302	1500
D	ST Expression+ dCi 110 Auto	-	5	20245	6478	6-A	19	118	12.1	70.6	104	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique Nav dCi 110	-	5	20245	6478	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1302	1500
D	ST Dynamique Nav dCi 110 Auto	-	5	21245	6798	6-A	19	118	12.1	70.6	104	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique Nav dCi 130	-	5	20745	7053	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST Limited Nav dCi 110	-	5	20745	6638	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1302	1500
D	ST Limited Nav dCi 110 Auto	-	5	21745	6958	6-A	19	118	12.1	70.6	104	1461	109/4000	-	177/1750	-	1289	1500
D	ST Limited Nav dCi 130	-	5	21245	7223	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST GT Line Nav dCi 110	-	5	21745	6958	6-M	19	118	12.1	78.5	93	1461	109/4000	-	192/1750	-	1302	1500
D	ST GT Line Nav dCi 110 Auto	-	5	22745	7278	6-A	19	118	12.1	70.6	104	1461	109/4000	-	177/1750	-	1289	1500
D	ST GT Line Nav dCi 130	-	5	22245	7563	6-M	22	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500

Kadjar
Rating ★★★½

Renault takes on the Qashqai, using a significant portion of its underpinnings. Efficient, well equipped and good to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 110	-	5	19895	8754	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1380	1350
D	Expression+ dCi 110 Auto	-	5	21095	9282	6-A	14	112	11.7	74.3	99	1461	109/4000	-	184/1750	-	1407	1450
D	Dynamique Nav dCi 110	-	5	21595	9502	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1380	1350
D	Dynamique Nav dCi 110 Auto	-	5	22795	10030	6-A	14	112	11.7	74.3	99	1461	109/4000	-	184/1750	-	1407	1450
D	Dynamique Nav dCi 130	-	5	22795	10030	6-M	17	118	9.9	65.7	113	1598	129/4000	-	236/1750	-	1415	1800
D	Dynamique Nav dCi 130 4WD	-	5	24295	10690	6-M	18	118	10.5	58.8	126	1598	129/4000	-	236/1750	-	1536	1800
D	Dynamique S Nav dCi 110	-	5	22395	9854	6-M	14	113	11.9	72.4	103	1461	109/4000	-	192/1750	-	1394	1350
D	Dynamique S Nav dCi 110 Auto	-	5	23595	10382	6-A	14	112	11.7	72.4	103	1461	109/4000	-	184/1750	-	1421	1450
D	Dynamique S Nav dCi 130	-	5	23595	10382	6-M	18	118	9.9	62.8	117	1598	129/4000	-	236/1750	-	1429	1800
D	Dynamique S Nav dCi 130 4WD	-	5	25095	11042	6-M	18	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1536	1800
D	Signature Nav dCi 110	-	5	23595	10382	6-M	15	113	11.9	72.4	103	1461	109/4000	-	192/1750	-	1394	1350
D	Signature Nav dCi 110 Auto	-	5	24795	10910	6-A	15	112	11.7	72.4	103	1461	109/4000	-	184/1750	-	1421	1450
D	Signature Nav dCi 130	-	5	24795	10910	6-M	18	118	9.9	62.8	117	1598	129/4000	-	236/1750	-	1429	1800
D	Signature Nav dCi 130 4WD	-	5	26295	11570	6-M	18	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1536	1800

Scenic
Rating ★★★★

Spacious, comfortable, frugal and stylish, and all mated to a decent driving experience too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	XMOD Dynamique Nav dCi 110	-	5	21395	8558	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1457	1300
D	XMOD Dynamique Nav dCi 110 Auto	-	5	22495	8998	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1479	1300
D	XMOD Dynamique Nav dCi 130	-	5	22495	8998	6-M	24	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1511	1300
D	Dynamique Nav dCi 110	-	5	21395	8558	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
D	Dynamique Nav dCi 110 Auto	-	5	22495	8998	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
D	Dynamique Nav dCi 130	-	5	22495	8998	6-M	23	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1490	1300
D	LImited Nav dCi 110	-	5	21895	8758	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
D	LImited Nav dCi 110 Auto	-	5	22995	9198	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
D	LImited Nav dCi 130	-	5	22995	9198	6-M	23	121	10.3	62.8	116	1598	129/4000	-	236/1750	-	1505	1300
D	Grand Dynamique Nav dCi 110	-	5	22615	9046	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
D	Grand Dynamique Nav dCi 110 Auto	-	5	23715	9486	6-A	19	112	14.3	60.1	124	1461	109/4000	-	177/1750	-	1544	1300
D	Grand Dynamique Nav dCi 130	318	5	23715	9486	6-M	24	121	11.1	64.2	114	1598	129/4000	-	236/1750	-	1563	1300
D	Grand Limited Nav dCi 110	-	5	23115	9246	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
D	Grand Limited Nav dCi 110 Auto	-	5	24215	9686	6-A	19	112	14.3	60.1	124	1461	109/4000	-	177/1750	-	1544	1300
D	Grand Limited Nav dCi 130	-	5	24215	9686	6-M	24	121	11.1	62.8	116	1598	129/4000	-	236/1750	-	1600	1300

Twizy
Rating ★★★½

It's funky, and a real hoot. This city quadricycle is perfect if you live on the Riviera.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Expression (Batteries leased)	-	2	6895	tba	1-A	10	50	-	(62)	0	-	-	17	-	42	474	0
E	Dynamique (Batteries leased)	-	2	7595	tba	1-A	11	50	-	(62)	0	-	-	17	-	42	474	0

Zoe
Rating ★★★★

All-electric supermini priced in line with a diesel. It's good to drive, and makes sense for low mileage users.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Expression Nav (Batteries leased)	-	5	13445	tba	1-A	tba	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	Dynamique Nav (Batteries leased)	-	5	15045	tba	1-A	tba	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	Dynamique Nav Rapid Charge (Batteries leased)	315	5	15545	tba	1-A	tba	84	13.5	(130)	0	-	-	87	-	162	1468	0
E	i Expression Nav (Batteries included)	-	5	18445	tba	1-A	tba	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	i Dynamique Nav (Batteries included)	-	5	20045	tba	1-A	tba	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	i Dynamique Nav Rapid Charge (Batteries included)	315	5	20545	tba	1-A	tba	84	13.5	(130)	0	-	-	87	-	162	1468	0

SEAT
UK dealers: 123 **Warranty:** 3 years/60,000miles **Servicing:** Variable Schedule

Mii
Rating ★★★★

Part of the up! and Citigo trio, it's great value, good to drive, and cheap to run. What more could you want?

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE Ecomotive 1.0 12V	-	3	10145	4261	5-M	tba	tba	tba	68.9	95	999	tba	-	tba	-	tba	tba
P	SE Ecomotive 1.0 12V	-	5	10495	4408	5-M	tba	tba	tba	68.9	95	999	tba	-	tba	-	tba	tba

New Ibiza
Rating ★★★★

It may look like the previous car, but under the skin it's got new tech and a fresh interior. More frugal, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SC SE 1.0 EcoTSI	-	3	13425	5370	tba	tba	tba	tba	68.9	94	tba	tba	-	tba	-	tba	tba
D	SC FR 1.4 TDI	-	3	16885	7767	tba	tba	tba	tba	78.5	95	tba	tba	-	tba	-	tba	tba
D	S 1.4 TDI	-	5	14645	5858	tba	tba	tba	tba	74.3	101	tba	tba	-	tba	-	tba	tba
P	SE 1.0 EcoTSI	-	5	13875	5550	tba	tba	tba	tba	68.9	94	tba	tba	-	tba	-	tba	tba
D	SE 1.4 TDI Ecomotive	-	5	15475	6190	tba	tba	tba	tba	83.1	88	tba	tba	-	tba	-	tba	tba
D	FR 1.4 TDI	-	5	17335	7974	tba	tba	tba	tba	78.5	95	tba	tba	-	tba	-	tba	tba
D	ST SE 1.0 EcoTSI	-	5	14575	5539	tba	tba	tba	tba	68.9	94	tba	tba	-	tba	-	tba	tba
D	ST SE 1.4 TDI Ecomotive	-	5	16175	6147	tba	tba	tba	tba	80.7	90	tba	tba	-	tba	-	tba	tba
D	ST FR 1.4 TDI Auto	-	5	18570	7799	tba	tba	tba	tba	76.3	99	tba	tba	-	tba	-	tba	tba
D	ST FR 1.4 TDI	-	5	18035	7575	tba	tba	tba	tba	76.3	97	tba	tba	-	tba	-	tba	tba

Ibiza
Rating ★★★½

It's got driving edge and the reassurance of VW backing. Prices are keen and standard kit isn't bad either.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SC FR 1.6 TDI	-	3	16050	7383	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	S 1.2 TDI	-	5	13995	5598	5-M	7	104	13.9	72.4	102	1199	74/4000	-	133/1500	-	1135	1000
D	S 1.2 TDI Ecomotive	-	5	14520	5808	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
D	SE 1.2 TDI Ecomotive	299	5	15050	6020	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
D	SE 1.6 TDI	-	5	15600	6240	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	FR 1.6 TDI	-	5	16600	7636	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	ST S 1.2 TDI Ecomotive	-	5	15220	5784	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
D	ST SE 1.2 TDI Ecomotive	-	5	15750	5985	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
D	ST SE 1.6 TDI	-	5	16300	6194	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200
D	ST FR 1.6 TDI	-	5	17300	7266	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200

Toledo
Rating ★★★½

It's keenly priced and shares a design with the Skoda Rapid, making it one of the most spacious cars in its class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.4 TDI Auto	-	5	17215	6886	7-A	14	115	11.8	78.5	94	1422	89/3500	-	170/1750	-	1255	1200
D	SE 1.6 TDI	-	5	17380	6952	5-M	17	125	10.0	68.9	107	1598	114/3500	-	184/1500	-	1292	1200
D	Style 1.6 TDI	-	5	18800	7520	5-M	17	125	10.0	67.3	109	1598	114/3500	-	184/1500	-	1292	1200
D	Style Advanced 1.6 TDI	-	5	19590	7836	5-M	17	125	10.0	67.3	109	1598	114/3500	-	184/1500	-	1292	1200

LONG TERM TEST
Leon
Rating ★★★★½

A Golf in a sporty Spanish outfit, it's a well-balanced combination of style, solidity and refinement.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SC SE 1.6 TDI	-	3	19100	7258	5-M	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SC SE 1.6 TDI Auto	-	3	20350	7733	7-A	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SC FR 2.0 TDI	-	3	22055	9704	6-M	tba	tba	tba	67.3	108	tba	tba	-	tba	-	tba	tba
D	SC FR 2.0 TDI Auto	-	3	23405	10298	6-A	tba	tba	tba	62.8	117	tba	tba	-	tba	-	tba	tba
D	SC FR 2.0 TDI	320	3	23045	11523	6-M	tba	tba	tba	65.7	113	tba	tba	-	tba	-	tba	tba
D	SC FR 2.0 TDI Auto	-	3	24395	12198	6-A	tba	tba	tba	60.1	122	tba	tba	-	tba	-	tba	tba
D	S 1.6 TDI	-	5	18230	6927	5-M	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SE 1.6 TDI	-	5	19400	7372	5-M	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SE 1.6 TDI Auto	-	5	20650	7847	7-A	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SE 1.6 TDI Ecomotive	328	5	20390	7748	6-M	tba	tba	tba	83.1	89	tba	tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	20750	8715	6-M	tba	tba	tba	68.9	106	tba	tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	22000	9240	6-A	tba	tba	tba	64.2	115	tba	tba	-	tba	-	tba	tba
D	FR 2.0 TDI	320	5	22355	9836	6-M	tba	tba	tba	67.3	108	tba	tba	-	tba	-	tba	tba
D	FR 2.0 TDI Auto	-	5	23705	10430	6-A	tba	tba	tba	62.8	117	tba	tba	-	tba	-	tba	tba
D	FR 2.0 TDI	-	5	23345	11673	6-M	tba	tba	tba	65.7	113	tba	tba	-	tba	-	tba	tba
D	FR 2.0 TDI Auto	-	5	24695	12348	6-A	tba	tba	tba	60.1	122	tba	tba	-	tba	-	tba	tba
D	ST S 1.6 TDI	-	5	19225	7306	5-M	tba	tba	tba	72.4	102	tba	tba	-	tba	-	tba	tba
D	ST SE 1.6 TDI	-	5	20395	7750	5-M	tba	tba	tba	72.4	102	tba	tba	-	tba	-	tba	tba
D	ST SE 1.6 TDI Auto	-	5	21645	8225	7-A	tba	tba	tba	72.4	102	tba	tba	-	tba	-	tba	tba
D	ST SE 1.6 TDI Ecomotive	-	5	21385	8126	6-M	tba	tba	tba	83.1	89	tba	tba	-	tba	-	tba	tba
D	ST SE 2.0 TDI	-	5	21745	9133	6-M	tba	tba	tba	68.9	106	tba	tba	-	tba	-	tba	tba
D	ST SE 2.0 TDI Auto	-	5	22995	9658	6-A	tba	tba	tba	64.2	115	tba	tba	-	tba	-	tba	tba
D	ST FR 2.0 TDI	330	5	23350	10274	6-M	tba	tba	tba	67.3	108	tba	tba	-	tba	-	tba	tba
D	ST FR 2.0 TDI Auto	-	5	24700	10868	6-A	tba	tba	tba	62.8	117	tba	tba	-	tba	-	tba	tba
D	ST FR 2.0 TDI	-	5	24340	12170	6-M	tba	tba	tba	62.8	116	tba	tba	-	tba	-	tba	tba
D	ST FR 2.0 TDI Auto	-	5	25690	12845	6-A	tba	tba	tba	58.9	125	tba	tba	-	tba	-	tba	tba
D	X-PERIENCE SE 2.0 TDI	-	5	24920	10965	6-M	19	tba	tba	58.9	125	tba	tba	-	tba	-	tba	tba
D	X-PERIENCE SE Technology 2.0 TDI	-	5	26905	11838	6-M	20	tba	tba	58.9	125	tba	tba	-	tba	-	tba	tba
D	X-PERIENCE SE Technology 2.0 TDI Auto	-	5	29880	14940	6-A	23	tba	tba	57.6	129	tba	tba	-	tba	-	tba	tba

Altea
Rating ★★★

Take normal MPV formula and stir in Spanish spice. Decent results but add XL to mix if you need space.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	I-TECH 1.6 TDI Ecomotive	-	5	15445	5869	5-M	14	114	12.2	62.8	119	1598	103/4400	-	184/1500	-	1450	1400
D	I-TECH 1.6 TDI Auto	-	5	16315	6200	7-A	14	114	12.4	57.6	129	1598	103/4400	-	184/1500	-	1475	1400
D	I-TECH 2.0 TDI	-	5	16245	6173	6-M	19	125	9.7	57.6	129	1968	138/4200	-	236/1750	-	1465	1400
D	XL I-TECH 1.6 TDI Ecomotive	-	5	16165	6143	5-M	13	114	12.4	62.8	119	1598	103/4400	-	184/1500	-	1480	1400
D	XL I-TECH 1.6 TDI Auto	-	5	17035	6473	7-A	13	114	12.6	57.6	129	1598	103/4400	-	184/1500	-	1505	1400
D	XL I-TECH 2.0 TDI	-	5	16965	6447	6-M	19	125	9.8	57.6	129	1968	138/4200	-	236/1750	-	1490	1400

New Alhambra
Rating ★★★★☆

Our favourite MPV for 2011 and 2012 is civilised to drive and roomy. Beats the Galaxy and Sharan for price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI Ecomotive	-	5	26775	14459	6-M	tba	tba	tba	56.5	130	1968	tba	-	tba	-	tba	tba
D	S 2.0 TDI Auto	-	5	28075	15161	6-A	tba	tba	tba	54.3	136	1968	tba	-	tba	-	tba	tba
D	SE 2.0 TDI Ecomotive	-	5	28675	15485	6-M	tba	tba	tba	55.4	132	1968	tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	29975	16187	6-A	tba	tba	tba	54.3	137	1968	tba	-	tba	-	tba	tba
D	Style Advanced 2.0 TDI Ecomotive	-	5	31760	17150	6-M	tba	tba	tba	55.4	132	1968	tba	-	tba	-	tba	tba
D	Style Advanced 2.0 TDI Auto	-	5	33060	17852	6-A	tba	tba	tba	54.3	137	1968	tba	-	tba	-	tba	tba
D	Style Advanced 2.0 TDI	-	5	33185	17920	6-M	tba	tba	tba	53.3	139	1968	tba	-	tba	-	tba	tba
D	Style Advanced 2.0 TDI Auto	-	5	34485	18622	6-A	tba	tba	tba	53.3	139	1968	tba	-	tba	-	tba	tba
D	SE Lux 2.0 TDI Ecomotive	-	5	32115	17342	6-M	tba	tba	tba	55.4	132	1968	tba	-	tba	-	tba	tba
D	SE Lux 2.0 TDI Auto	-	5	33415	18044	6-A	tba	tba	tba	54.3	137	1968	tba	-	tba	-	tba	tba
D	SE Lux 2.0 TDI	-	5	33540	18112	6-M	tba	tba	tba	53.3	139	1968	tba	-	tba	-	tba	tba
D	SE Lux 2.0 TDI Auto	-	5	34840	18814	6-A	tba	tba	tba	53.3	139	1968	tba	-	tba	-	tba	tba

SKODA
UK dealers: 134 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule

Citigo
Rating ★★★★½

Cheapest sub-100g/km models of the VW Group small car trio. Great to drive, comfortable and looks classy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 MPI GreenTech	-	3	9495	4937	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE 1.0 MPI GreenTech	-	5	9845	5316	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	3	10075	5239	5-M	tba	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	5	10425	5630	5-M	tba	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	3	10465	5442	5-M	tba	107	13.2	67.3	98	999	74/6200	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	5	10815	5840	5-M	tba	107	13.2	67.3	98	999	74/6200	-	70/3000	-	865	0

New Fabia
Rating ★★★★☆

Latest car is both smarter and more frugal, with sharper looks and better equipment. It's pricier, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.4 TDI	-	5	14090	5918	5-M	12	113	11.1	78.6	93	1422	89/3000	-	170/1750	-	1081	1100
D	S 1.4 TDI Auto	-	5	15090	6338	7-A	12	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE 1.4 TDI	-	5	15450	6489	5-M	10	113	11.1	78.6	93	1422	89/3000	-	170/1750	-	1081	1100
D	SE 1.4 TDI Auto	-	5	16450	6909	7-A	10	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE L 1.4 TDI	335	5	16240	6821	5-M	11	113	11.1	78.6	93	1422	89/3000	-	170/1750	-	1081	1100
D	SE L 1.4 TDI Auto	-	5	17240	7241	7-A	11	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE L 1.4 TDI	-	5	16840	7073	5-M	12	120	10.1	78.6	95	1422	104/3500	-	184/1750	-	1090	1100
D	Estate S 1.4 TDI	-	5	15090	6338	5-M	10	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate S 1.4 TDI Auto	-	5	16090	6758	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE 1.4 TDI	-	5	16595	6970	5-M	10	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate SE 1.4 TDI Auto	-	5	17595	7390	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE L 1.4 TDI	-	5	17385	7302	5-M	11	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate SE L 1.4 TDI Auto	-	5	18385	7722	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE L 1.4 TDI	-	5	17985	7554	5-M	12	122	10.2	76.4	97	1422	104/3500	-	184/1750	-	1114	1100

Roomster
Rating ★★★☆☆

Dumpy looks do it no favours: this mini MPV is versatile and roomy, and isn't too bad to drive either.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GreenLine II 1.2 TDI CR	-	5	16325	5877	5-M	9	103	15.4	67.3	109	1199	74/4200	-	133/2000	-	1239	1000
D	SE 1.6 TDI CR	-	5	15415	6474	5-M	11	106	13.3	60.1	124	1598	89/4200	-	170/1500	-	1247	1200
D	SE 1.6 TDI CR	-	5	15640	6569	5-M	13	112	11.5	60.1	124	1598	104/4400	-	184/1500	-	1247	1200
D	Scout 1.6 TDI CR	-	5	15965	6705	5-M	11	106	13.3	60.1	124	1598	89/4200	-	170/1500	-	1247	1200
D	Scout 1.6 TDI CR	-	5	16190	6800	5-M	13	112	11.5	60.1	124	1598	104/4400	-	184/1500	-	1247	1200

LONG TERM TEST
Rapid
Rating ★★★½☆

You want a hatch that has bags of room and plenty of vroom? Here's a versatile option from Skoda.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.4 TDI	-	5	16280	6512	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	S 1.4 TDI Auto	-	5	17440	6976	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	S 1.6 TDI	-	5	17160	6864	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	SE 1.4 TDI	-	5	17255	6902	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	SE 1.4 TDI Auto	-	5	18415	7366	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	SE 1.6 TDI	-	5	18135	7254	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	SE L 1.4 TDI	-	5	18005	7202	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	SE L 1.4 TDI Auto	-	5	19165	7666	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	SE L 1.6 TDI	-	5	18885	7554	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	Spaceback S 1.4 TDI	-	5	16590	6636	5-M	tba	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback S 1.4 TDI Auto	-	5	17750	7100	7-A	tba	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
D	Spaceback S 1.6 TDI	-	5	17570	7028	5-M	tba	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200
D	Spaceback SE Tech 1.4 TDI	-	5	17755	7102	5-M	tba	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback SE Tech 1.4 TDI Auto	-	5	18915	7566	7-A	tba	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
D	Spaceback SE Tech 1.6 TDI	-	5	18735	7494	5-M	tba	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200
D	Spaceback SE Sport 1.4 TDI	-	5	18955	7582	5-M	tba	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback SE Sport 1.4 TDI Auto	-	5	20115	8046	7-A	tba	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
D	Spaceback SE Sport 1.6 TDI	-	5	19935	7974	5-M	tba	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200

LONG TERM TEST
Octavia
Rating ★★★★½

Has grace, space and pace. All underpinned by Volkswagen Golf origins. It makes for a cracking combination.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	18300	8052	5-M	tba	122	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	S 1.6 TDI Auto	-	5	19550	8602	7-A	tba	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE 1.6 TDI	-	5	19650	8646	5-M	tba	122	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	SE 1.6 TDI Auto	-	5	20900	9196	7-A	tba	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE 2.0 TDI	-	5	20535	9857	6-M	tba	135	8.4	70.5	106	1968	148/3500	-	251/1750	-	1257	1600
D	SE 2.0 TDI Auto	-	5	21785	10457	6-A	tba	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277	1600
D	GreenLine III 1.6 TDI	328	5	20225	8899	6-M	tba	122	10.5	80.7	90	1598	108/3200	-	184/1500	-	1205	1000
D	SE L 1.6 TDI	-	5	21350	9394	5-M	tba	122	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	SE L 1.6 TDI Auto	-	5	22600	9944	7-A	tba	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE L 2.0 TDI	-	5	22235	10673	6-M	tba	135	8.4	70.5	106	1968	148/3500	-	251/1750	-	1257	1600
D	SE L 2.0 TDI Auto	-	5	23485	11273	6-A	tba	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277	1600
D	Laurin & Klement 2.0 TDI	-	5	26465	12703	6-M	tba	135	8.4	68.9	107	1968	148/3500	-	251/1750	-	1257	1600
D	Laurin & Klement 2.0 TDI Auto	-	5	27715	13303	6-A	tba	134	8.5	62.8	117	1968	148/3500	-	251/1750	-	1277	1600
D	vRS 2.0 TDI	315	5	24075	12038	6-M	tba	144	8.1	64.2	115	1968	181/3500	-	280/1750	-	1378	1600
D	vRS 2.0 TDI Auto	-	5	25465	12733	6-A	tba	143	8.2	60.1	124	1968	181/3500	-	280/1750	-	1398	1600
D	Estate S 1.6 TDI	-	5	19500	8580	5-M	tba	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate S 1.6 TDI Auto	-	5	20750	9130	7-A	tba	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE 1.6 TDI	-	5	20850	9174	5-M	tba	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate SE 1.6 TDI Auto	-	5	22100	9724	7-A	tba	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE 1.6 TDI 4x4	-	5	22300	9812	6-M	tba	119	11.5	64.2	118	1598	108/3200	-	184/1500	-	1360	1700
D	Estate SE 2.0 TDI	-	5	21735	9998	6-M	tba	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279	1600
D	Estate SE 2.0 TDI Auto	-	5	22985	10573	6-A	tba	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299	1600
D	Estate SE 2.0 TDI 4x4	-	5	23185	10665	6-M	tba	132	8.6	61.4	120	1968	148/3500	-	251/1750	-	1383	2000
D	Estate GreenLine III 1.6 TDI	-	5	21425	9427	6-M	tba	121	10.8	80.7	90	1598	108/3200	-	184/1500	-	1205	1000
D	Estate SE L 1.6 TDI	-	5	22550	9922	5-M	tba	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate SE L 1.6 TDI Auto	-	5	23800	10472	7-A	tba	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE L 1.6 TDI 4x4	-	5	24000	10560	6-M	tba	119	11.5	64.2	118	1598	108/3200	-	184/1500	-	1360	1700
D	Estate SE L 2.0 TDI	-	5	23435	10780	6-M	tba	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279	1600
D	Estate SE L 2.0 TDI Auto	-	5	24685	11355	6-A	tba	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299	1600
D	Estate SE L 2.0 TDI 4x4	-	5	24885	11447	6-M	tba	132	8.6	61.4	120	1968	148/3500	-	251/1750	-	1383	2000
D	Estate Laurin & Klement 2.0 TDI	-	5	27665	12726	6-M	tba	134	8.5	68.9	107	1968	148/3500	-	251/1750	-	1279	1600
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	28915	13301	6-A	tba	132	8.6	62.8	117	1968	148/3500	-	251/1750	-	1299	1600
D	Estate Laurin & Klement 2.0 TDI 4x4	-	5	29115	13393	6-M	tba	132	8.6	60.1	122	1968	148/3500	-	251/1750	-	1383	2000
D	Estate vRS 2.0 TDI	-	5	25275	12132	6-M	tba	143	8.2	64.2	117	1968	181/3500	-	280/1750	-	1400	1600
D	Estate vRS 2.0 TDI Auto	-	5	26665	12799	6-A	tba	142	8.3	60.1	124	1968	181/3500	-	280/1750	-	1420	1600
D	Scout 2.0 TDI 4x4	-	5	25405	12703	6-M	tba	127	9.1	58.9	125	1968	148/3500	-	251/1750	-	1451	2000
D	Scout 2.0 TDI 4x4 Auto	332	5	28200	14100	6-A	tba	136	7.8	56.5	129	1968	181/3500	-	280/1750	-	1484	1800

New Superb
Rating COMING SOON

Classier, it now fits its name more so than ever before. We've yet to test it, but will do soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	20040	8016	6-M	tba	tba	tba	tba	108	1598	118/3500	-	184/1500	-	tba	tba

New Superb (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI Auto	-	5	21440	8576	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	SE 1.6 TDI	-	5	21590	8636	6-M	tba	tba	tba	tba	108	1598	118/3500	-	184/1500	-	tba	tba
D	SE 1.6 TDI Auto	-	5	22990	9196	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	SE 2.0 TDI	-	5	22090	9278	6-M	tba	tba	tba	tba	108	1968	148/3500	-	251/1750	-	tba	tba
D	SE 2.0 TDI Auto	-	5	23490	9866	6-A	tba	tba	tba	tba	118	1968	148/3500	-	251/1750	-	tba	tba
D	SE 2.0 TDI 4x4	-	5	23590	9908	6-M	tba	tba	tba	tba	119	1968	148/3500	-	251/1750	-	tba	tba
D	SE Business 1.6 TDI	-	5	21590	8636	6-M	tba	tba	tba	tba	108	1598	118/3500	-	184/1500	-	tba	tba
D	SE Business 1.6 TDI Auto	-	5	22990	9196	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	SE Business 2.0 TDI	-	5	22090	9278	6-M	tba	tba	tba	tba	108	1968	148/3500	-	251/1750	-	tba	tba
D	SE Business 2.0 TDI Auto	-	5	23490	9866	6-A	tba	tba	tba	tba	118	1968	148/3500	-	251/1750	-	tba	tba
D	SE L Executive 2.0 TDI	-	5	25120	10550	6-M	tba	tba	tba	tba	109	1968	148/3500	-	251/1750	-	tba	tba
D	SE L Executive 2.0 TDI Auto	-	5	26520	11138	6-A	tba	tba	tba	tba	119	1968	148/3500	-	251/1750	-	tba	tba
D	SE L Executive 2.0 TDI 4x4	-	5	26620	11180	6-M	tba	tba	tba	tba	120	1968	148/3500	-	251/1750	-	tba	tba
D	SE L Executive 2.0 TDI	-	5	27320	11474	6-M	tba	tba	tba	tba	107	1968	188/3500	-	295/1750	-	tba	tba
D	SE L Executive 2.0 TDI Auto	-	5	28720	12062	6-A	tba	tba	tba	tba	119	1968	188/3500	-	295/1750	-	tba	tba
D	SE L Executive 2.0 TDI 4x4 Auto	-	5	30220	12692	6-A	tba	tba	tba	tba	132	1968	188/3500	-	295/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI	-	5	28740	12071	6-M	tba	tba	tba	tba	109	1968	148/3500	-	251/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI Auto	-	5	30140	12659	6-A	tba	tba	tba	tba	119	1968	148/3500	-	251/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI 4x4	-	5	30240	12701	6-M	tba	tba	tba	tba	120	1968	148/3500	-	251/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI	-	5	30940	12995	6-M	tba	tba	tba	tba	107	1968	188/3500	-	295/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI Auto	-	5	32340	13583	6-A	tba	tba	tba	tba	119	1968	188/3500	-	295/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI 4x4 Auto	-	5	33840	14213	6-A	tba	tba	tba	tba	132	1968	188/3500	-	295/1750	-	tba	tba
D	Estate S 1.6 TDI	-	5	21240	9346	6-M	tba	tba	tba	tba	109	1598	118/3500	-	184/1500	-	tba	tba
D	Estate S 1.6 TDI Auto	-	5	22640	9962	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE 1.6 TDI	-	5	22790	10028	6-M	tba	tba	tba	tba	109	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE 1.6 TDI Auto	-	5	24190	10644	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE 2.0 TDI	-	5	23290	10713	6-M	tba	tba	tba	tba	109	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE 2.0 TDI Auto	-	5	24690	11357	6-A	tba	tba	tba	tba	121	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE 2.0 TDI 4x4	-	5	24790	11403	6-M	tba	tba	tba	tba	120	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE Business 1.6 TDI	-	5	22790	10028	6-M	tba	tba	tba	tba	109	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE Business 1.6 TDI Auto	-	5	24190	10644	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE Business 2.0 TDI	-	5	23290	10713	6-M	tba	tba	tba	tba	109	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE Business 2.0 TDI Auto	-	5	24690	11357	6-A	tba	tba	tba	tba	121	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI	341	5	26320	12107	6-M	tba	tba	tba	tba	110	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI Auto	-	5	27720	12751	6-A	tba	tba	tba	tba	122	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI 4x4	-	5	27820	12797	6-M	tba	tba	tba	tba	123	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI	-	5	28520	13119	6-M	tba	tba	tba	tba	110	1968	188/3500	-	295/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI Auto	-	5	29920	13763	6-A	tba	tba	tba	tba	120	1968	188/3500	-	295/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI 4x4 Auto	-	5	31420	14453	6-A	tba	tba	tba	tba	135	1968	188/3500	-	295/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI	-	5	29940	13772	6-M	tba	tba	tba	tba	110	1968	148/3500	-	251/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	31340	14416	6-A	tba	tba	tba	tba	122	1968	148/3500	-	251/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI 4x4	-	5	31440	14462	6-M	tba	tba	tba	tba	123	1968	148/3500	-	251/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI	-	5	32140	14784	6-M	tba	tba	tba	tba	110	1968	188/3500	-	295/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	33540	15428	6-A	tba	tba	tba	tba	120	1968	188/3500	-	295/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI 4x4 Auto	-	5	35040	16118	6-A	tba	tba	tba	tba	135	1968	188/3500	-	295/1750	-	tba	tba

LONG TERM TEST
Yeti
Rating ★★★★½

It's a cool family tool with lots of space and great flexibility. It's fun to drive, too, with a selection of frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	18300	10248	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	SE 2.0 TDI	-	5	19850	11116	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	SE L 2.0 TDI	-	5	21680	12141	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	Monte Carlo 2.0 TDI 4x4	-	5	24375	14138	6-M	tba	121	9.1	55.4	134	1968	148/3500	-	251/3000	-	1490	2100
D	Monte Carlo 2.0 TDI 4x4 Auto	-	5	25485	14781	6-A	tba	119	9.2	51.4	144	1968	148/3500	-	251/3000	-	1510	2100
D	Outdoor S 2.0 TDI	-	5	18300	10248	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	Outdoor S 2.0 TDI 4x4	-	5	20030	11217	6-M	tba	109	12.2	53.3	137	1968	109/3500	-	184/3500	-	1475	1800
D	Outdoor SE 2.0 TDI	-	5	19850	11116	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	Outdoor SE 2.0 TDI 4x4	-	5	21580	12085	6-M	tba	109	12.2	53.3	137	1968	109/3500	-	184/3500	-	1475	1800
D	Outdoor SE 2.0 TDI 4x4	-	5	22690	13160	6-M	tba	121	9.1	55.4	134	1968	148/3500	-	251/3000	-	1490	2100
D	Outdoor SE 2.0 TDI 4x4 Auto	-	5	23800	13804	6-A	tba	119	9.2	51.4	144	1968	148/3500	-	251/3000	-	1510	2100
D	Outdoor SE L 2.0 TDI	-	5	21680	12141	6-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	Outdoor SE L 2.0 TDI 4x4	-	5	24620	14280	6-M	tba	121	9.1	55.4	134	1968	148/3500	-	251/3000	-	1490	2100
D	Outdoor SE L 2.0 TDI 4x4 Auto	-	5	25730	14923	6-A	tba	119	9.2	51.4	144	1968	148/3500	-	251/3000	-	1510	2100
D	Outdoor Laurin & Klement 2.0 TDI 4x4	-	5	26180	15184	6-M	tba	121	9.1	55.4	134	1968	148/3500	-	251/3000	-	1490	2100
D	Outdoor Laurin & Klement 2.0 TDI 4x4 Auto	-	5	27290	15828	6-A	tba	119	9.2	51.4	144	1968	148/3500	-	251/3000	-	1510	2100

SMART
UK dealers: 52 **Warranty:** 3 years/Unlimited miles **Servicing:** 12,500miles

New fortwo
Rating ★★★½☆

More refined and grown up than before, with more tech, better economy and lower CO2. It's quite a bit pricier, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	passion	-	2	11125	4895	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	passion auto	-	2	12120	5333	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	passion	-	2	11720	5157	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	passion auto	-	2	12715	5595	6-A	8	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0
P	prime	-	2	11820	5201	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	prime auto	-	2	12815	5639	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	prime	-	2	12415	5463	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	prime auto	-	2	13410	5900	6-A	8	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0
P	proxy	-	2	11820	5201	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	proxy auto	-	2	12815	5639	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	proxy	-	2	12415	5463	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	proxy auto	-	2	13410	5900	6-A	8	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0
P	edition #1	-	2	13225	5819	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	edition #1 auto	-	2	14220	6257	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	edition #1	-	2	13820	6081	5-M	9	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	edition #1 auto	-	2	14815	6519	6-A	9	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0

New forfour
Rating ★★★½☆

Twinned with Renault's Twingo, it's a return for a smart car with the ability to carry more than two.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	passion	-	5	11620	5113	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	passion auto	-	5	12615	5551	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	passion	-	5	12215	5375	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	prime	-	5	12315	5419	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	prime auto	-	5	13310	5856	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	prime	-	5	12910	5680	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	night sky prime	-	5	12940	5694	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	night sky prime auto	-	5	13935	6131	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	night sky prime	-	5	13535	5955	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	proxy	-	5	12315	5419	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	proxy auto	-	5	13310	5856	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	proxy	-	5	12910	5680	5-M	9	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	night sky proxy	-	5	12940	5694	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	night sky proxy auto	-	5	13935	6131	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	night sky proxy	-	5	13535	5955	5-M	9	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	edition #1	-	5	13720	6037	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	edition #1 auto	-	5	14715	6475	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	edition #1	-	5	14315	6299	5-M	9	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0

SSANGYONG
UK dealers: 60 **Warranty:** 5 years/Unlimited miles **Servicing:** 12,500miles

Tivoli
Rating COMING SOON

SsangYong goes Juke chasing with new compact crossover. Diesel versions are yet to arrive. We will test it soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE	-	5	14200	6248	6-M	16	122	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
D	EX	-	5	15850	6974	6-M	16	122	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
D	EX Auto	-	5	16850	7414	6-A	16	122	tba	tba	146	1597	113/3400	-	221/1500	-	1355	1500
D	EX 4WD	-	5	17100	7524	6-M	16	109	tba	tba	123	1597	113/3400	-	221/1500	-	1390	1500
D	ELX	-	5	17250	7590	6-M	16	122	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
D	ELX Auto	-	5	18250	8030	6-A	16	122	tba	tba	146	1597	113/3400	-	221/1500	-	1355	1500
D	ELX 4WD	-	5	18500	8140	6-M	16	109	tba	tba	123	1597	113/3400	-	221/1500	-	1390	1500
D	ELX 4WD Auto	-	5	19500	8580	6-A	16	109	tba	tba	156	1597	113/3400	-	221/1500	-	1390	1500

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
Korando Rating ★★★☆☆																	
Korando's better than ever, with steady improvements and greater refinement. It's good value with excellent warranty.																	
D SE	330	5	14995	7198	6-M	22	116	9.9	47.1	147	1998	147/3400	-	266/2000	-	1666	2000
D SE Limited Edition	-	5	16495	7918	6-M	tba	116	9.9	47.1	147	1998	147/3400	-	266/2000	-	1666	2000
D SE4 4WD	-	5	16495	7918	6-M	22	116	9.9	45.6	157	1998	147/3400	-	266/2000	-	1747	2000
D ELX4 4WD	-	5	19995	9598	6-M	24	116	9.9	45.6	157	1998	147/3400	-	266/2000	-	1747	2000
D ELX4 4WD Auto	-	5	21495	10318	6-A	24	112	9.9	37.7	199	1998	173/4000	-	266/2000	-	1747	2000
Turismo Rating COMING SOON																	
It's no oil painting, but it is an absolute bargain to buy. It's boat-like to drive, and majors on interior spaciousness.																	
D S	-	5	17995	5758	6-M	31	107	-	37.2	199	1998	153/3400	-	266/1500	-	2115	2500
D ES	-	5	19995	6398	6-M	32	107	-	37.2	199	1998	153/3400	-	266/1500	-	2115	2500
D ES Auto	-	5	21495	6878	5-A	32	108	-	36.2	205	1998	153/3400	-	266/1500	-	2139	2500
D EX 4WD Auto	-	5	23995	7678	5-A	33	108	-	34.9	212	1998	153/3400	-	266/1500	-	2248	2500
Rexton W Rating ★★★☆☆																	
The Rexton name returns. Heavyweight SUV with excellent towing capacity and better quality than before.																	
D SX 4WD	-	5	21995	9678	6-M	31	108	-	38.2	196	1998	153/4000	-	266/1500	-	2095	3000
D EX 4WD	-	5	24495	10778	6-M	32	108	-	38.2	196	1998	153/4000	-	266/1500	-	2095	3000
D EX 4WD Auto	-	5	25995	11438	5-A	32	109	-	36.2	206	1998	153/4000	-	266/1500	-	2128	3000
D ELX 4WD Auto	-	5	27995	12318	5-A	tba	109	-	36.2	206	1998	153/4000	-	266/1500	-	2128	3000
Korando Sports Rating ★★★☆☆																	
Multi-talented pick up fit for fields and the fast lane. It's cracking value, but steering is a touch numb on road though.																	
D SX 4WD	-	4	17938	7893	6-M	5	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
D EX 4WD	-	4	20338	8949	6-M	6	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
D EX 4WD Auto	-	4	22138	9741	6-A	6	106	-	35.3	212	1998	153/4000	-	266/1500	-	2110	2700

SUBARU

UK dealers: 69 **Warranty:** 5 years/100,000miles **Servicing:** 12,000miles

XV Rating ★★★½☆																	
Subaru joins the smart crossover set. XV makes sense as a diesel do-it-all. Boxer engine a gem.																	
D 2.0D SE	317	5	23995	11518	6-M	26	123	9.3	52.3	141	1998	145/3600	-	258/1600	-	1415	1600
D 2.0D SE Premium	-	5	25995	12478	6-M	27	123	9.3	52.3	141	1998	145/3600	-	258/1600	-	1415	1600
Forester Rating ★★★☆☆																	
More chunky estate than SUV, powered by charismatic Boxer engine. Rugged, ready and now revised.																	
D 2.0D X	-	5	24995	11498	6-M	24	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1552	2000
D 2.0D X Lineartronic	-	5	26495	12188	CVT	24	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1615	2000
D 2.0D XC	317	5	26995	12418	6-M	25	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1552	2000
D 2.0D XC Lineartronic	341	5	28495	13108	CVT	25	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1615	2000
D 2.0D XC Premium	-	5	29495	13568	6-M	25	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1567	2000
D 2.0D XC Premium Lineartronic	-	5	30995	14258	CVT	25	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1622	2000
New Outback Rating ★★★★☆																	
Fifth generation Outback is cheaper than before, yet more sophisticated. A leap forward in every direction.																	
D 2.0D SE	-	5	27995	11758	6-M	22	124	9.7	50.4	145	1998	148/3600	-	258/1600	-	1622	1800
D 2.0D SE Lineartronic	-	5	29995	12598	CVT	18	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1678	1800
D 2.0D SE Premium	-	5	30995	13018	6-M	23	124	9.7	50.4	145	1998	148/3600	-	258/1600	-	1622	1800
D 2.0D SE Premium Lineartronic	-	5	32995	13858	CVT	19	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1678	1800

SUZUKI

UK dealers: 151 **Warranty:** 3 years/60,000miles **Servicing:** 12,500miles (9,000miles Swift)

Celerio Rating ★★★½☆																	
It may sound like a vegetable, but it's a capable and frugal city car that replaces the Alto and Splash.																	
P 1.0 SZ2	-	5	6999	2660	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
P 1.0 SZ3	-	5	7999	3040	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
P 1.0 SZ3 Dualjet	-	5	8499	3230	5-M	7	96	13.0	78.4	84	998	67/6000	-	69/3500	-	845	400
P 1.0 SZ4	-	5	8999	3420	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
P 1.0 SZ4 AGS	-	5	9799	3724	5-A	7	96	16.4	65.7	99	998	67/6000	-	66/3500	-	840	400
Swift Rating ★★★½☆																	
Cute looks, keen pricing and good fuel economy. New tax-free model steers and goes nicely.																	
P 1.2 SZ4 Dualjet	336	5	12699	5588	5-M	11	103	12.3	65.7	99	1242	89/6000	-	89/4400	-	1030	1000
Vitara Rating ★★★½☆																	
Cute looks, bargain pricing and good fuel economy. New tax-free model is fun to drive and goes nicely.																	
D 1.6 DDiS SZ-T	-	5	16999	8160	6-M	21	112	11.5	70.6	106	1598	118/3750	-	236/1750	-	1230	1500
D 1.6 DDiS SZ5	-	5	19499	9360	6-M	17	112	11.5	70.6	106	1598	118/3750	-	236/1750	-	1230	1500
D 1.6 DDiS SZ5 Allgrip	-	5	21299	10224	6-M	17	112	12.4	67.2	111	1598	118/3750	-	236/1750	-	1295	1500
LONG TERM TEST **SX4 S-Cross** Rating ★★★½☆																	
Suzuki attempts to take on the Qashqai, with class leading fuel economy and CO2 emissions.																	
D 1.6 DDiS SZ-T	-	5	19999	9600	6-M	20	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
D 1.6 DDiS SZ5	-	5	21999	10560	6-M	19	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
D 1.6 DDiS SZ-T Allgrip	-	5	21799	10464	6-M	18	108	13.0	64.2	114	1598	118/3750	-	236/1750	-	1370	1500
D 1.6 DDiS SZ5 Allgrip	-	5	23799	11424	6-M	19	108	13.0	64.2	114	1598	118/3750	-	236/1750	-	1370	1500
D 1.6 DDiS SZ5 Allgrip Auto	-	5	25149	12072	6-A	18	108	13.0	62.8	118	1598	118/3750	-	236/1750	-	1400	1500

TESLA

UK dealers: 8 **Warranty:** 4 years/50,000miles **Servicing:** 12,500 miles

Model S Rating ★★★★½																	
Just one word describes the Model S and that's sensational. It's got serious road presence and is affordable to run.																	
E 70	-	5	45800	22900	1-A	tba	140	5.5	(260)	0	-	-	311	-	325	tba	tba
E 70D	-	5	50000	25000	1-A	50	140	5.2	(275)	0	-	-	324	-	387	tba	tba
E 85	-	5	54000	27000	1-A	tba	140	5.4	(310)	0	-	-	368	-	325	tba	tba
E 85D	-	5	58200	29100	1-A	50	155	4.2	(330)	0	-	-	411	-	485	tba	tba
E P85D	-	5	74900	37450	1-A	50	155	3.1	(305)	0	-	-	752	-	713	tba	tba
E P85D with Ludicrous Speed Upgrade	-	5	83200	41600	1-A	50	155	2.8	(305)	0	-	-	752	-	713	tba	tba
E P90D	-	5	77400	38700	1-A	50	155	3.1	(323)	0	-	-	752	-	713	tba	tba

TOYOTA

UK dealers: 148 **Warranty:** 5 years/100,000miles (Hilux 3 years/60,000 miles)
Servicing: 10,000miles (Verso/Avensis 12,500miles)

Aygo Rating ★★★½☆																	
X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.																	
P x 1.0 VVT-i	-	3	8845	3361	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P x 1.0 VVT-i	-	5	9245	3698	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P x-play 1.0 VVT-i	-	3	10045	3817	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P x-play 1.0 VVT-i	-	5	10445	4178	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P x-play 1.0 VVT-i x-shift	-	5	11145	4458	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P x-pression 1.0 VVT-i	-	3	11245	4273	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P x-pression 1.0 VVT-i	-	5	11645	4658	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P x-pression 1.0 VVT-i x-shift	-	5	12345	4938	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P x-pression with x-wave 1.0 VVT-i	339	5	12540	5016	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P x-pression with x-wave 1.0 VVT-i x-shift	-	5	13240	5296	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P x-pure 1.0 VVT-i	-	3	11445	4349	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P x-pure 1.0 VVT-i	-	5	11845	4738	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P x-pure 1.0 VVT-i x-shift	-	5	12545	5018	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P x-cite 1.0 VVT-i	-	3	11445	4349	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P x-cite 1.0 VVT-i	-	5	11845	4738	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P x-cite 1.0 VVT-i x-shift	-	5	12545	5018	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P x-clusive 1.0 VVT-i	-	3	11545	4387	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P x-clusive 1.0 VVT-i	-	5	11945	4778	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P x-clusive 1.0 VVT-i x-shift	-	5	12645	5058	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
Yaris Rating ★★★½☆																	
X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.																	
P Active 1.0 VVT-i	-	3	10995	4178	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
P Active 1.0 VVT-i	-	5	11595	4406	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
PE Hybrid Active 1.5 VVT-i	-	5	15295	7342	CVT	tba	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1085	0
P Icon 1.0 VVT-i	-	3	12745	4843	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
P Icon 1.0 VVT-i	-	5	13345	5071	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
D Icon 1.4 D-4D	-	5	15595	6550	6-M	11	109	10.8	91.1	91	1364	89/3800	-	151/1800	-	1105	780
PE Hybrid Icon 1.5 VVT-i	-	5	16195	7774	CVT	10	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1085	0
PE Hybrid Sport 1.5 VVT-i	-	5	16695	8014	CVT	tba	103	11.8	78.5	82	1497	74/4800	60	82/3600	125	1085	0
PE Hybrid Excel 1.5 VVT-i (15-inch wheels)	-	5	17695	8494	CVT	11	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1160	0
PE Hybrid Excel 1.5 VVT-i (16-inch wheels)	-	5	17695	8494	CVT	11	103	11.8	78.5	82	1497	74/4800	60	82/3600	125	1160	0
New Auris Rating ★★★½☆																	
Sharper looks than before, but the driving experience isn't a great deal sharper. Keenly priced and great warranty though.																	
PE Active Hybrid 1.8 VVT-i	-	5	19645	9037	CVT	12	tba	tba	tba	79	tba	tba	tba	tba	tba	tba	tba
D Icon 1.6 D-4D	-	5	19495	8188	6-M	14	tba	tba	tba	108	tba	tba	-	tba	-	tba	tba
PE Icon Hybrid 1.8 VVT-i	-	5	20695	9520	CVT	12	tba	tba	tba	82	tba	tba	tba	tba	tba	tba	tba
D Business Edition 1.4 D-4D	-	5	19895	8356	6-M	9	tba	tba	tba	92	tba	tba	-	tba	-	tba	tba
D Business Edition 1.6 D-4D	-	5	20295	8524	6-M	14	tba	tba	tba	108	tba	tba	-	tba	-	tba	tba
PE Business Edition Hybrid 1.8 VVT-i	-	5	21495	9888	CVT	12	tba	tba	tba	82	tba	tba	tba	tba	tba	tba	tba
D Design 1.6 D-4D	-	5	20295	8524	6-M	14	tba	tba	tba	110	tba	tba	-	tba	-	tba	tba
PE Design Hybrid 1.8 VVT-i	-	5	21495	9888	CVT	12	tba	tba	tba	91	tba	tba	tba	tba	tba	tba	tba
D Excel 1.6 D-4D	-	5	22885	9612	6-M	14	tba	tba	tba	110	tba	tba	-	tba	-	tba	tba
PE Excel Hybrid 1.8 VVT-i	-	5	23995	11038	CVT	12	tba	tba	tba	91	tba	tba	tba	tba	tba	tba	tba
PE Touring Sports Active Hybrid 1.8 VVT-i	-	5	20745	9543	CVT	12	tba	tba	tba	81	tba	tba	tba	tba	tba	tba	tba
D Touring Sports Icon 1.6 D-4D	-	5	20595	8650	6-M	14	tba	tba	tba	108	tba	tba	-	tba	-	tba	tba
PE Touring Sports Icon Hybrid 1.8 VVT-i	-	5	21795	10026	CVT	12	tba	tba	tba	83	tba	tba	tba	tba	tba	tba	tba
D Touring Sports Business Edition 1.4 D-4D	-	5	20995	8818	6-M	9	tba	tba	tba	106	tba	tba	-	tba	-	tba	tba
D Touring Sports Business Edition 1.6 D-4D	-	5	21395	8986	6-M	14	tba	tba	tba	108	tba	tba	-	tba	-	tba	tba
PE Touring Sports Business Edition Hybrid 1.8 VVT-i	-	5	22595	10394	CVT	12	tba	tba	tba	83	tba	tba	tba	tba	tba	tba	tba
D Touring Sports Design 1.6 D-4D	-	5	21395	8986	6-M	14	tba	tba	tba	110	tba	tba	-	tba	-	tba	tba
PE Touring Sports Design Hybrid 1.8 VVT-i	-	5	22595	10394	CVT	12	tba	tba	tba	92	tba	tba	tba	tba	tba	tba	tba
D Touring Sports Excel 1.6 D-4D	-	5	23985	10074	6-M	14	tba	tba	tba	110	tba	tba	-	tba	-	tba	tba
PE Touring Sports Excel Hybrid 1.8 VVT-i	-	5	25095	11544	CVT	12	tba	tba	tba	92	tba	tba	tba	tba	tba	tba	tba

SPEC CHECK

CHOOSING THE PERFECT FIAT 500X

Having struck gold with the baby 500 hatch, Fiat is hoping that by applying a similar formula to its new compact crossover, it will have the same effect. Sharing its underpinnings with the Jeep Renegade, the new 500X is offered with a choice of front- or four-wheel-drive and two- or four-wheel-drive. Competing against cars like the Nissan Juke, Renault Captur and Vauxhall Mokka, here's our guide to specifying the right 500X. We think the baby Fiat crossover looks best in chunky Cross specification, and paired to the most frugal engine, the 118bhp 1.6-litre MultiJet unit. Priced at £20,095, it's just £1,000 more than the base Pop Star version, but gets more equipment, including rear privacy glass, half leather upholstery and a chunky off-road inspired body kit. We would opt for the only colour that you don't have to pay for – Passione Red, a hue that sets the 500X off nicely. While there are a wide choice of optional extras, we would stick with the great value option packs and choose the visibility pack for £200 and the winter pack at £150. The former bundles automatic headlights and wipers, power folding door mirrors and an auto-dimming rear view mirror, while the latter features a heated steering wheel and heated front windscreen – perfect for the long winter months. Finally, we would add DAB digital radio to the audio system, to future proof it, at a cost of an additional £100. The total cost of the 500X, with all of the options described, works out at a reasonable £20,545.

LONG TERM TEST **Verso** Rating ★★★½☆																	
New BMW-sourced engine and fresh, meaner face brings some much-needed edge to Toyota's MPV.																	
D Active 1.6 D-4D	-	5	19990	9995	6-M	13	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
D Icon 1.6 D-4D	-	5	21995	10998	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
D Trend 1.6 D-4D	-	5	22995	11498	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
D Trend Plus 1.6 D-4D	-	5	24845	12423	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
D Excel 1.6 D-4D	325	5	24495	12248	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
Prius Rating ★★★½☆																	
Good for limbs and luggage, updated original is far more economical and enjoyable. Lacks driving edge though.																	
PE T3 Hybrid 1.8 VVT-i	-	5	21995	12757	CVT	15	112	10.4	72.4	89	1798	98/5200	80	105/4000	153	1365	0
PE T4 Hybrid 1.8 VVT-i	-	5	23745	13772	CVT	15	112	10.4	70.6	92	1798	98/5200	80	105/4000	153	1365	0
PE T Spirit Hybrid 1.8 VVT-i	304	5	25295	14671	CVT	15	112	10.4	70.6	92	1798	98/5200	80	105/4000	153	1365	0
PE T Spirit Hybrid 1.8 VVT-i (with solar roof)	-	5	26845	15570	CVT	15	112	10.4	72.4	89	1798	98/5200	80	105/4000	153	1365	0
PE Plug-in Hybrid 1.8 VVT-i	-	5	28395	14765	CVT	16	112	11.3	134.5	49	1798	98/5200	80	105/4400	153	1425	0
New Prius+ Rating ★★★½☆																	
Updated seven-seat Prius gives great economy and is comfy, but space in the back is tight and it lacks thrills in motion.																	
PE Icon Hybrid 1.8 VVT-i	-	5	26995	14577	CVT	15	103	11.3	68.9	96	1798	98/5200	80	105/4000	153	1500	0
PE Excel Hybrid 1.8 VVT-i	-	5	29245	15792	CVT	15	103	11.3	64.2	101	1798	98/5200	80	105/4000	153	1500	0
PE Excel Plus Hybrid 1.8 VVT-i	-	5	31245	16872	CVT	16	103	11.3	64.2	101	1798	98/5200	80	105/4000	153	1500	0
New Avensis Rating COMING SOON																	
Now uprated with BMW engines and sexier styling, and mated to the dependability of the Toyota badge up front.																	
D Active 1.6 D-4D	-	4	18850	7917	6-M	11	115	11.4	67.3	108	1598	110/4000	-	199/1750	-	1490	1600
D Business Edition 1.6 D-4D	-	4	21995	9238	6-M	12	115	11.4	67.3	109	1598	110/4000	-	199/1750	-	1490	1600
D Business Edition 2.0 D-4D	-	4	22995	9658	6-M	18	124	9.5	62.8	119	1995	141/4000	-	236/1750	-	1535	1800
D Business Edition Plus 1.6 D-4D	-	4	23795	9994	6-M	12	115	11.4	67.3	109	1598	110/4000	-	199/1750	-	1490	1600
D Business Edition Plus 2.0 D-4D	-	4	24795	10414	6-M	19	124	9.5	62.8	119	1995	141/4000	-	236/1750	-	1535	1800
D Excel 2.0 D-4D	-	4	26635	11187	6-M	19	124	9.5	58.9	124	1995	141/4000	-	236/1750	-	1535	1800
D Touring Sports Active 1.6 D-4D	-	5	20030	8813	6-M	11	115	11.7	67.3	109	1598	110/4000	-	199/1750	-	1505	1600
D Touring Sports Business Edition 1.6 D-4D	-	5	23175	10197	6-M	12	115	11.7	67.3	110	1598	110/4000	-	199/1750	-	1505	1600
D Touring Sports Business Edition 2.0 D-4D	-	5	24175	10637	6-M	18	124	9.8	61.4	120	1995	141/4000	-	236/1750	-	1600	1800
D Touring Sports Business Edition Plus 1.6 D-4D	-	5	24975	10989	6-M	12	115	11.7	67.3	110	1598	110/4000	-	199/1750	-	1505	1600
D Touring Sports Business Edition Plus 2.0 D-4D	-	5	25975	11429	6-M	19	124	9.8	61.4	120	1995	141/4000	-	236/1750	-	1600	1800
D Touring Sports Excel 2.0 D-4D	-	5	28440	12514	6-M	19	124	9.8	58.9	124	1995	141/4000	-	236/1750	-	1600	1800
RAV4 Rating ★★★☆☆																	
Roomier, better equipped and priced keener, but doesn't go to the top of the class in driving ability.																	
D Active 2.0 D-4D 2WD	-	5	22795	10486	6-M	26	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
D Business Edition 2.0 D-4D 2WD	-	5	24295	11176	6-M	25	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
D Icon 2.0 D-4D 2WD	-	5	25295	11636	6-M	26	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
D Icon 2.0 D-4D AWD	-	5	26300	12098	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
D Icon 2.2 D-4D AWD	-	5	27100	12466	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
D Icon 2.2 D-CAT AWD Auto	-	5	28210	12977	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800
D Invincible 2.0 D-4D 2WD	-	5	27245	12533	6-M	27	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
D Invincible 2.0 D-4D AWD	-	5	28250	12995	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
D Invincible 2.2 D-4D AWD	312	5	29050	13363	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
D Invincible 2.2 D-CAT AWD Auto	-	5	30160	13874	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800
Land Cruiser Rating ★★★☆☆																	
Bolder and more distinctive than before. It's roomy and indestructable, though top models are pretty expensive.																	
D Active 2.8 D-4D	-	3	35895	20819	6-M	tba	109	12.1	38.2	190	2755	174/tba	-	310/1400	-	tba	tba
D Active 2.8 D-4D	-	5	37695	22617	6-M	tba	109	12.1	39.2	194	2755	174/tba	-	310/1400	-	tba	tba
D Active 2.8 D-4D Auto	-	5	39295	23577	6-A	tba	109	12.7	39.2	194	2755	174/tba	-	332/1600	-	tba	tba

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Icon 2.8 D-4D Auto	-	5	48395	29037	6-A	tba	109	12.7	39.2	194	2755	174/tba	-	332/1600	-	tba	tba
D	Invincible 2.8 D-4D Auto	-	5	54895	32937	6-A	tba	109	12.7	39.2	194	2755	174/tba	-	332/1600	-	tba	tba

Land Cruiser V8

Rating ★★★☆☆

Go conquer the world, if you can afford to. It's tough as old boots, with a nice cabin, but is crude to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	4.5 D-4D Auto	303	5	65990	42234	6-A	48	130	8.9	29.7	250	4461	268/3600	-	479/1600	-	2740	3500

Hilux

Rating ★★★½☆

More staying power than an angry zombie. It's rough and tough, and now with more frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active Double Cab 2.5 D-4D	-	4	23255	9302	5-M	tba	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
D	Icon Double Cab 2.5 D-4D	-	4	25205	10082	5-M	tba	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
D	Invincible Double Cab 3.0 D-4D	-	4	26355	10542	5-M	10	106	12.1	36.7	203	2982	169/3600	-	253/1400	-	2020	2800
D	Invincible Double Cab 3.0 D-4D Auto	306	4	27555	11022	5-A	10	109	12.0	32.8	227	2982	169/3600	-	266/1400	-	2030	2800
D	Invincible X Double Cab 3.0 D-4D	-	4	28855	11542	5-M	12	106	12.1	36.7	203	2982	169/3600	-	253/1400	-	2020	2800
D	Invincible X Double Cab 3.0 D-4D Auto	-	4	30055	12022	5-A	12	109	12.0	32.8	227	2982	169/3600	-	266/1400	-	2030	2800

VAUXHALL

UK dealers: 343 **Warranty:** 3 years/60,000miles **Servicing:** 20,000miles

Viva

Rating COMING SOON

Revives a famous name from the past for Vauxhall's new city car challenger. We've yet to test it, but will do soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0i ecoFLEX	-	5	8170	2778	5-M	3	106	13.1	65.7	99	999	74/6500	-	70/4500	-	938	0

New Corsa

Rating ★★★★☆

It may look a lot like an Adam that has mated with the outgoing car, however under the skin it's been significantly upgraded.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Energy 1.3CDTi ecoFLEX	-	3	14720	4416	5-M	tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	3	13355	4007	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	3	13855	4157	5-M	8	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
D	Design 1.3CDTi ecoFLEX Easytronic	-	3	14505	4352	5-A	tba	113	13.5	85.6	84	1248	94/3750	-	140/1500	-	tba	1150
P	SRi 1.0i Turbo ecoFLEX	-	3	13605	4082	6-M	9	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
D	SRi 1.3CDTi ecoFLEX	-	3	14025	4208	5-M	6	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SRi 1.3CDTi ecoFLEX	-	3	14525	4358	5-M	9	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
D	SRi VX-Line 1.3CDTi ecoFLEX	-	3	15060	4518	5-M	7	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	SRi VX-Line 1.3CDTi ecoFLEX	-	3	15560	4668	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
P	SE 1.0i Turbo ecoFLEX	-	3	14500	4350	6-M	9	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
D	SE 1.3CDTi ecoFLEX	-	3	14920	4476	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SE 1.3CDTi ecoFLEX	-	3	15420	4626	5-M	9	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
D	Energy 1.3CDTi ecoFLEX	-	5	15320	4596	5-M	tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	5	13955	4187	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	5	14455	4337	5-M	8	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
D	Design 1.3CDTi ecoFLEX Easytronic	-	5	15105	4532	5-A	tba	113	13.5	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
D	SRi 1.3CDTi ecoFLEX	-	5	14625	4388	5-M	6	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SRi 1.3CDTi ecoFLEX	335	5	15125	4538	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
D	SRi VX-Line 1.3CDTi ecoFLEX	-	5	15660	4698	5-M	7	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	SRi VX-Line 1.3CDTi ecoFLEX	-	5	16160	4848	5-M	9	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
D	SE 1.3CDTi ecoFLEX	-	5	15520	4656	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SE 1.3CDTi ecoFLEX	-	5	16020	4806	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150

Meriva

Rating ★★★★☆

It does a cool trick with its doors, has more space and it's decent to drive. Price has risen steeply, though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20405	5713	6-M	13	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20715	5800	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20875	6263	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
D	Tech Line 1.6CDTi ecoFLEX	-	5	16830	4712	6-M	tba	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
D	Tech Line 1.6CDTi ecoFLEX	-	5	17175	5153	6-M	16	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
D	SE 1.6CDTi ecoFLEX	-	5	21820	6110	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
D	SE 1.6CDTi ecoFLEX	-	5	21980	6594	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150

New Astra

Rating COMING SOON

Class-leading frugal engines mixed with a plusher, more upmarket interior and more attractive exterior look.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Design 1.0i Turbo ecoFLEX	-	5	15995	5438	5-M	tba	124	10.5	65.7	99	998	103/5500	-	125/1800	-	tba	tba
P	Design 1.0i Turbo ecoFLEX Easytronic	-	5	16395	5574	5-A	tba	124	11.9	67.3	96	998	103/5500	-	125/1800	-	tba	tba
D	Design 1.6CDTi	-	5	16995	5438	6-M	tba	121	10.3	78.5	95	1598	109/3500	-	221/1750	-	tba	tba
D	Design 1.6CDTi ecoFLEX	-	5	17495	5598	6-M	tba	115	11.8	91.2	82	1598	109/3500	-	221/1750	-	tba	tba
D	Design 1.6CDTi	-	5	18180	5818	6-M	tba	127	9.0	76.3	99	1598	134/3500	-	236/2000	-	tba	tba
D	Design 1.6CDTi Auto	-	5	19500	6240	6-A	tba	127	9.1	62.8	119	1598	134/3500	-	236/2000	-	tba	tba
P	Tech Line 1.0i Turbo ecoFLEX	-	5	16695	5676	5-M	tba	124	10.5	65.7	99	998	103/5500	-	125/1800	-	tba	tba
D	Tech Line 1.6CDTi	-	5	17695	5662	6-M	tba	121	10.3	78.5	95	1598	109/3500	-	221/1750	-	tba	tba
D	Tech Line 1.6CDTi ecoFLEX	-	5	18195	5822	6-M	tba	115	11.8	91.2	82	1598	109/3500	-	221/1750	-	tba	tba
D	Tech Line 1.6CDTi	-	5	18880	6042	6-M	tba	127	9.0	76.3	99	1598	134/3500	-	236/2000	-	tba	tba
D	Tech Line 1.6CDTi Auto	-	5	20200	6464	6-A	tba	127	9.1	62.8	119	1598	134/3500	-	236/2000	-	tba	tba
D	Energy 1.6CDTi	-	5	18995	6078	6-M	tba	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	tba	tba
D	SRi 1.6CDTi	-	5	19595	6270	6-M	tba	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	tba	tba
D	SRi 1.6CDTi ecoFLEX	-	5	20095	6430	6-M	tba	115	11.8	88.0	85	1598	109/3500	-	221/1750	-	tba	tba
D	SRi 1.6CDTi	-	5	20780	6650	6-M	tba	127	9.0	76.3	103	1598	134/3500	-	236/2000	-	tba	tba
D	SRi 1.6CDTi Auto	-	5	22100	7072	6-A	tba	127	9.1	61.4	122	1598	134/3500	-	236/2000	-	tba	tba
D	SRi 1.6CDTi BiTurbo	-	5	21395	6846	6-M	tba	137	8.0	69.3	108	1598	158/4000	-	258/1500	-	tba	tba
D	Elite 1.6CDTi	-	5	21015	6725	6-M	tba	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	tba	tba
D	Elite 1.6CDTi ecoFLEX	-	5	21515	6885	6-M	tba	115	11.8	88.0	85	1598	109/3500	-	221/1750	-	tba	tba
D	Elite 1.6CDTi	-	5	22200	7104	6-M	tba	127	9.0	76.3	103	1598	134/3500	-	236/2000	-	tba	tba
D	Elite 1.6CDTi Auto	-	5	23520	7526	6-A	tba	127	9.1	61.4	122	1598	134/3500	-	236/2000	-	tba	tba
D	Elite 1.6CDTi BiTurbo	-	5	22815	7301	6-M	tba	137	8.0	69.3	108	1598	158/4000	-	258/1500	-	tba	tba

Astra

Rating ★★★★☆

Arguably one of the better of the hatchback pack, thanks to tip-top performance, space and looks.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Design 1.3CDTi ecoFLEX	-	5	16835	5387	5-M	12	109	13.8	68.9	109	1248	94/4000	-	140/1750	-	tba	1000
D	Design 1.6CDTi ecoFLEX	-	5	17810	5699	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
D	Design 1.6CDTi ecoFLEX	-	5	17735	5675	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Design 1.6CDTi ecoFLEX	-	5	18405	5890	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
D	Design 1.6CDTi ecoFLEX	-	5	18330	5866	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Excite 2.0CDTi ecoFLEX	-	5	20480	6554	6-M	tba	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	Limited Edition 2.0CDTi	-	5	20380	6522	6-M	tba	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1500
D	Tech Line 1.6CDTi ecoFLEX	-	5	18985	6075	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
D	Tech Line 1.6CDTi ecoFLEX	-	5	18910	6051	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Tech Line 1.6CDTi ecoFLEX	-	5	19580	6266	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
D	Tech Line 1.6CDTi ecoFLEX	-	5	19505	6242	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Tech Line 2.0CDTi ecoFLEX	-	5	19995	6398	6-M	20	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	Tech Line 2.0CDTi Auto	-	5	21020	6726	6-A	20	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	Tech Line GT 1.6CDTi ecoFLEX	-	5	19770	6326	6-M	15	115	11.0	70.6	105	1598	134/3500	-	236/2000	-	tba	1350
D	Tech Line GT 1.6CDTi ecoFLEX	-	5	20365	6517	6-M	17	125	9.7	67.3	111	1598	134/3500	-	236/2000	-	tba	1350
D	Tech Line GT 2.0CDTi ecoFLEX	-	5	20855	6674	6-M	21	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1400
D	Tech Line GT 2.0CDTi Auto	-	5	21880	7002	6-A	21	131	8.6	49.6	152	1956	162/4000	-	258/1750	-	tba	1400
D	SRi 1.6CDTi ecoFLEX	-	5	21815	6981	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
D	SRi 1.6CDTi ecoFLEX	-	5	21740	6957	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	SRi 1.6CDTi ecoFLEX	-	5	22410	7171	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
D	SRi 1.6CDTi ecoFLEX	-	5	22335	7147	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	SRi 2.0CDTi ecoFLEX	-	5	22825	7304	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	SRi 2.0CDTi Auto	-	5	23850	7632	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	BiTurbo 2.0CDTi	-	5	24205	8230	6-M	26	141	7.8	55.4	134	1956	192/4000	-	295/1750	-	1540	1500
D	Elite 1.6CDTi ecoFLEX	-	5	23250	7440	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
D	Elite 1.6CDTi ecoFLEX	-	5	23175	7416	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
D	Elite 1.6CDTi ecoFLEX	-	5	23845	7630	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
D	Elite 1.6CDTi ecoFLEX	-	5	23770	7606	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
D	Elite 2.0CDTi ecoFLEX	-	5	24260	7763	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
D	Elite 2.0CDTi Auto	-	5	25285	8091	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
D	Sports Tourer Design 1.6CDTi ecoFLEX	-	5	18830	5649	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Design 1.6CDTi ecoFLEX	-	5	18755	5627	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Design 1.6CDTi ecoFLEX	-	5	19425	5828	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Design 1.6CDTi ecoFLEX	-	5	19350	5805	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Tech Line 1.6CDTi ecoFLEX	-	5	20005	6002	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Tech Line 1.6CDTi ecoFLEX	-	5	19930	5979	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Tech Line 1.6CDTi ecoFLEX	-	5	20600	6180	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Tech Line 1.6CDTi ecoFLEX	-	5	20525	6158	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Tech Line 2.0CDTi ecoFLEX	-	5	21015	6725	6-M	20	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	Sports Tourer Tech Line 2.0CDTi Auto	-	5	22040	7053	6-A	20	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
D	Sports Tourer SRi 1.6CDTi ecoFLEX	-	5	22830	6849	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer SRi 1.6CDTi ecoFLEX	-	5	22755	6827	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer SRi 1.6CDTi ecoFLEX	-	5	23425	7028	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer SRi 1.6CDTi ecoFLEX	-	5	23350	7005	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer SRi 2.0CDTi ecoFLEX	-	5	23840	7629	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	Sports Tourer SRi 2.0CDTi Auto	-	5	24870	7958	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
D	Sports Tourer BiTurbo 2.0CDTi	-	5	25220	8575	6-M	26	140	8.1	55.4	134	1956	192/4000	-	295/1750	-	1563	1400
D	Sports Tourer Elite 1.6CDTi ecoFLEX	-	5	24265	7280	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Elite 1.6CDTi ecoFLEX	-	5	24190	7257	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
D	Sports Tourer Elite 1.6CDTi ecoFLEX	-	5	24860	7458	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Elite 1.6CDTi ecoFLEX	-	5	24785	7436	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
D	Sports Tourer Elite 2.0CDTi ecoFLEX	-	5	25275	8088	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
D	Sports Tourer Elite 2.0CDTi Auto	-	5	26305	8418	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300

GTC

Rating ★★★★☆

More rakish edition of the Astra, now simply sporting the GTC badge. Now more frugal thanks to new engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SRi 1.6CDTi ecoFLEX	-	3	22715	7269	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	1500
D	SRi 1.6CDTi ecoFLEX	-	3	23530	8000	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	1500
D	Limited Edition 1.6CDTi ecoFLEX	-	3	24715	7909	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	1500
D	Limited Edition 1.6CDTi ecoFLEX	-	3	25530	8680	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	1500

Zafira Tourer

Rating ★★★★☆

Zafira formula is upgraded to add business-class appeal thanks to chic body and upmarket cabin.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Design 1.6CDTi ecoFLEX	-	5	20300	7308	6-M	tba	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Design 2.0CDTi	-	5	20500	7380	6-M	tba	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Design 2.0CDTi Auto	-	5	21620	7783	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Exclusiv 1.6CDTi ecoFLEX	-	5	23615	8501	6-M	17	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Exclusiv 2.0CDTi	-	5	23815	8573	6-M	22	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Exclusiv 2.0CDTi Auto	-	5	24935	8977	6-A	22	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Energy 1.6CDTi ecoFLEX	-	5	23420	8431	6-M	tba	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Energy 2.0CDTi	-	5	23620	8503	6-M	tba	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Energy 2.0CDTi Auto	-	5	24740	8906	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	SRi 1.6CDTi ecoFLEX	-	5	24965	8987	6-M	16	120	10.4	62.7	119	1598	134/3500	-	236/2000	-	tba	1450
D	SRi 2.0CDTi	-	5	25230	9083	6-M	21	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
D	SRi 2.0CDTi Auto	-	5	26285	9463	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	SE 1.6CDTi ecoFLEX	333	5	25250	9090	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	SE 2.0CDTi	-	5	25450	9162	6-M	21	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	SE 2.0CDTi Auto	-	5	26570	9565	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Tech Line 1.6CDTi ecoFLEX	-	5	22295	8026	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Tech Line 2.0CDTi	-	5	22495	8098	6-M	21	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
D	Tech Line 2.0CDTi Auto	-	5	23615	8501	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
D	Elite 1.6CDTi ecoFLEX	-	5	26730	9623	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
D	Elite 2.0CDTi	-	5	26995	9718	6-M	21	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
D	Elite 2.0CDTi Auto	-	5	28050	10098	6-A	21	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650

Cascada

Rating ★★★½☆

Audi A5-sized soft-top makes use of a mix of Astra and Insignia technology to good effect.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Elite 2.0CDTi	-	2	29885	11954	6-M	tba	135	9.6	57.6	129	1956	168/4000	-	295/1750	-	tba	1300

Insignia

Rating ★★★★☆

Sets the benchmark for CO2 emissions in the sector and is plusher, better to drive, yet is cheaper to buy too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Design 1.6CDTi ecoFLEX	-	5	19534	6251	6-M	tba	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	tba
D	Design 1.6CDTi Auto	-	5	21179	6777	6-A	tba	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	tba
D	Design 2.0CDTi ecoFLEX	-	5	20334	6507	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Design 2.0CDTi Auto	-	5	22124	7080	6-A	tba	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	tba
D	Energy 1.6CDTi ecoFLEX	-	5	22904	7329	6-M	tba	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	Energy 1.6CDTi Auto	-	5	24679	7897	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
D	Energy 2.0CDTi ecoFLEX	-	5	23704	7585	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Energy 2.0CDTi Auto	-	5	25494	8158	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
D	Limited Edition 1.6CDTi ecoFLEX	-	5	24254	7761	6-M	tba	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	Limited Edition 1.6CDTi Auto	-	5	26029	8329	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
D	Limited Edition 2.0CDTi ecoFLEX	-	5	25054	8017	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Limited Edition 2.0CDTi Auto	-	5	26844	8590	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
D	SRi 1.6CDTi ecoFLEX	-	5	21334	6827	6-M	tba	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	tba
D	SRi 1.6CDTi	-	5	21334	6827	6-M	tba	127	10.9	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
D	SRi 1.6CDTi Auto	-	5	23109	7395	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
D	SRi 2.0CDTi ecoFLEX	-	5	22134	7083	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	SRi 2.0CDTi	-	5	22134	7083	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRi 2.0CDTi Auto	-	5	23924	7656	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
D	SRi VX-Line 1.6CDTi	-	5	22554	7217	6-M	tba	127	10.9	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
D	SRi VX-Line 1.6CDTi Auto	-	5	24329	7785	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
D	SRi VX-Line 2.0CDTi	-	5	23354	7473	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRi VX-Line 2.0CDTi Auto	-	5	25144	8046	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
D	SE 1.6CDTi ecoFLEX	-	5	21334	6827	6-M	tba	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	tba
D	SE 1.6CDTi Auto	-	5	22979	7353	6-A	tba	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	tba
D	SE 2.0CDTi ecoFLEX	-	5	22134	7083	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	SE 2.0CDTi Auto	-	5	23924	7656	6-A	tba	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	tba
D	Tech Line 1.6CDTi ecoFLEX	-	5	22184	7099	6-M	tba	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	tba
D	Tech Line 1.6CDTi Auto	-	5	23829	7625	6-A	tba	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	tba
D	Tech Line 2.0CDTi ecoFLEX	-	5	22984	7355	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Tech Line 2.0CDTi Auto	-	5	24774	7928	6-A	tba	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	tba
D	Elite 1.6CDTi ecoFLEX	-	5	23964	7668	6-M	tba	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	Elite 1.6CDTi Auto	-	5	25739	8236	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
D	Elite 2.0CDTi ecoFLEX	-	5	24764	7924	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Elite 2.0CDTi Auto	-	5	26554	8497	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
D	ST Design 1.6CDTi ecoFLEX	-	5	20834	6667	6-M	tba	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST Design 2.0CDTi ecoFLEX	-	5	21634	7356	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Design 2.0CDTi Auto	-	5	23449	7973	6-A	tba	134	9.9	51.4	145	1956	168/3500	-	295/1750	-	tba	tba
D	ST Energy 1.6CDTi ecoFLEX	-	5	24204	7745	6-M	tba	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
D	ST Energy 2.0CDTi	-	5	25004	8501	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 1.6CDTi ecoFLEX	-	5	25554	8177	6-M	tba	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
D	ST Limited Edition 2.0CDTi	-	5	26354	8960	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 2.0CDTi Auto	-	5	28169	9577	6-A	tba	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	tba
D	ST SRi 1.6CDTi ecoFLEX	-	5	22634	7243	6-M	tba	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi 1.6CDTi	-	5	22634	7243	6-M	tba	124	11.4	65.7	114	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi 2.0CDTi ecoFLEX	-	5	23434	7968	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi 2.0CDTi	-	5	23434	7968	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi 2.0CDTi Auto	-	5	25249	8585	6-A	tba	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	tba
D	ST SRi VX-Line 1.6CDTi	-	5	23854	7633	6-M	tba	124	11.4	65.7	114	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi VX-Line 2.0CDTi	-	5	24654	8382	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi VX-Line 2.0CDTi Auto	-	5	26469	8999	6-A	tba	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	tba
D	ST SE 1.6CDTi ecoFLEX	-	5	22634	7243	6-M	tba	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST SE 1.6CDTi Auto	-	5	24409	7811	6-A	tba	121	11.4	55.4	134	1598	134/3500	-	236/2000	-	tba	tba
D	ST SE 2.0CDTi ecoFLEX	-	5	23434	7968	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Tech Line 1.6CDTi ecoFLEX	-	5	23484	7515	6-M	tba	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST Tech Line 1.6CDTi Auto	-	5	25259	8083	6-A	tba	121	11.4	55.4	134	1598	134/3500	-	236/2000	-	tba	tba
D	ST Tech Line 2.0CDTi ecoFLEX	-	5	24284	8257	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Tech Line 2.0CDTi Auto	-	5	26099	8874	6-A	tba	134	9.9	51.4	145	1956	168/3500	-	295/1750	-	tba	tba
D	ST Elite 1.6CDTi ecoFLEX	-	5	25264	8084	6-M	tba	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
D	ST Elite 2.0CDTi	-	5	26064	8862	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Elite 2.0CDTi Auto	-	5	27879	9479	6-A	tba	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	tba

Mokka

Rating ★★★☆☆

Baby SUV to take on the Juke. It's ready for battle, promising quality and space, albeit being distinctly average to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20404	9794	6-M	tba	111	11.7	68.9	109	1598	109/4000	-	221/2000	-	tba	1500
D	Exclusiv 1.6CDTi	-	5	20404	9794	6-M	tba	111	11.7	65.7	114	1598	109/4000	-	221/2000	-	tba	1500
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20754	9962	6-M	15	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	Exclusiv 1.6CDTi	-	5	20754	9962	6-M	15	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	Exclusiv 1.6CDTi Auto	-	5	21759	10444	6-A	14	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	Exclusiv 1.6CDTi 4X4	-	5	22454	10329	6-M	14	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi ecoFLEX	-	5	18404	9938	6-M	tba	111	11.7	68.9	109	1598	109/4000	-	221/2000	-	tba	1500
D	Tech Line 1.6CDTi	-	5	18404	9938	6-M	tba	111	11.7	65.7	114	1598	109/4000	-	221/2000	-	tba	1500
D	Tech Line 1.6CDTi ecoFLEX	-	5	18754	10127	6-M	14	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi	-	5	18754	10127	6-M	14	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

POWER

Mokka (continued)

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Tech Line 1.6CDTi Auto	-	5	19769	10675	6-A	13	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi 4X4	-	5	20454	10636	6-M	14	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi ecoFLEX	-	5	22904	10994	6-M	tba	111	11.7	68.9	109	1598	109/4000	-	221/2000	-	tba	1500
D	SE 1.6CDTi	-	5	22904	10994	6-M	tba	111	11.7	65.7	114	1598	109/4000	-	221/2000	-	tba	1500
D	SE 1.7CDTi Auto	-	5	23729	11390	6-A	14	114	10.9	53.3	139	1686	129/4000	-	221/2000	-	tba	1200
D	SE 1.6CDTi ecoFLEX	-	5	23254	11162	6-M	15	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi	-	5	23254	11162	6-M	15	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	SE 1.6CDTi Auto	-	5	24259	11644	6-A	14	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi 4X4	-	5	24954	11479	6-M	15	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	Limited Edition 1.6CDTi	-	5	22497	10799	6-M	15	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500

Antara
Rating ★★★☆☆

Engines are refined and the Antara is pleasant to drive. It's just that the opposition do things a whole lot better.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 2.2CDTi	287	5	21400	8988	6-M	25	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Exclusiv 2.2CDTi 4X4	-	5	23820	10004	6-M	25	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	Diamond 2.2CDTi	-	5	22200	9324	6-M	24	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Diamond 2.2CDTi 4X4	-	5	24620	10340	6-M	24	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	SE Nav 2.2CDTi 4X4	-	5	26660	11197	6-M	28	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	SE Nav 2.2CDTi 4X4	-	5	27720	11642	6-M	28	124	9.6	42.2	177	2231	181/3800	-	295/2000	-	1911	2000

VOLKSWAGEN

UK dealers: 206 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule (e–up! 10,000 miles)

up!
Rating ★★★★½

Right at the top of the city car class, with great handling, supple ride and upmarket trimmings.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Move up! 1.0	-	3	10285	5143	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
P	Move up! 1.0	-	5	10660	5330	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
P	High up! 1.0	-	3	11860	5930	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
P	High up! 1.0	-	5	12235	6118	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
E	e-up!	332	5	19795	6334	1-A	10	80	12.4	(93)	0	-	-	80	-	155	1139	0

Polo
Rating ★★★★☆

Upmarket, classy supermini that might look similar, but facelifted Polo has a great new engine and more kit.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.4 TDI	329	3	14845	7126	5-M	13	107	12.9	tba	93	1422	74/3000	-	155/1500	-	1152	1000
D	SE 1.4 TDI	-	5	15475	7738	5-M	13	107	12.9	tba	93	1422	74/3000	-	155/1500	-	1177	1000
D	SE Design 1.4 TDI	-	3	15945	7654	5-M	13	107	12.9	tba	93	1422	74/3000	-	155/1500	-	1152	1000
D	SE Design 1.4 TDI	-	5	16575	8288	5-M	13	107	12.9	tba	93	1422	74/3000	-	155/1500	-	1177	1000
D	SEL 1.4 TDI	-	3	16820	7737	5-M	15	114	10.9	tba	93	1422	89/3500	-	170/1500	-	1151	1100
D	SEL 1.4 TDI	-	5	17450	8376	5-M	15	114	10.9	tba	93	1422	89/3500	-	170/1500	-	1176	1100
D	R-Line 1.4 TDI	-	3	17470	8036	5-M	tba	114	10.9	tba	93	1422	89/3500	-	170/1500	-	1151	1100
D	R-Line 1.4 TDI	-	5	18100	8688	5-M	tba	114	10.9	tba	93	1422	89/3500	-	170/1500	-	1176	1100
P	BlueMotion 1.0 TSI	-	3	14780	6799	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1111	500
P	BlueMotion 1.0 TSI	-	5	15410	7089	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1136	500

ACRONYM ATTACK

WHAT DOES ACC MEAN?

The phrase stands for adaptive cruise control and is a whole lot more technical than the standard cruise control that we've become accustomed to. It works using lasers, radar or cameras mounted at the front of the car to automatically judge the distance between you and the car ahead. You can adjust the size of the gap that is left, and the car will automatically adjust its speed by applying the brakes or throttle, to ensure that a safe gap is maintained. If the car in front slows down, your car will match its pace and brake accordingly, and if the vehicle ahead speeds up, this will be mirrored by your own car, with the car accelerating up to the maximum cruise control speed that you have set. Mercedes-Benz were the pioneers of adaptive cruise control, and were the first company in the world to offer Distronic, which operated both the brakes and accelerator to keep a safe distance from the car ahead.

New Golf
Rating ★★★★☆

Magnificent seventh effort. Comprehensive rework ensures timeless quality. Lighter and more efficient.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	3	20370	9778	5-M	tba	tba	tba	74.3	99	1598	109/tba	-	tba	-	tba	tba
D	S 1.6 TDI	-	5	21025	10092	5-M	tba	tba	tba	74.3	99	1598	109/tba	-	tba	-	tba	tba
D	BlueMotion 1.6 TDI	328	3	21435	10289	6-M	15	124	10.5	83.1	89	1598	109/3200	-	184/1500	-	1280	1000
D	BlueMotion 1.6 TDI	-	5	22090	10603	6-M	15	124	10.5	83.1	89	1598	109/3200	-	184/1500	-	1310	1000
D	Match 1.6 TDI	-	3	21305	10226	5-M	tba	tba	tba	74.3	99	1598	109/tba	-	tba	-	tba	tba
D	Match 1.6 TDI	-	5	21960	10541	5-M	tba	tba	tba	74.3	99	1598	109/tba	-	tba	-	tba	tba
D	Match 1.6 TDI Auto	-	5	23375	11220	7-A	tba	tba	tba	72.4	102	1598	109/tba	-	tba	-	tba	tba
D	Match 2.0 TDI	-	3	22670	11335	6-M	16	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1354	1600
D	Match 2.0 TDI	-	5	23325	11663	6-M	16	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1384	1600
D	Match 2.0 TDI Auto	-	5	24740	12370	6-A	16	131	8.6	62.8	117	1968	148/3500	-	236/1750	-	1405	1600
P	Match BlueMotion 1.0 TSI	-	3	19740	9475	6-M	14	tba	tba	65.7	99	tba	tba	-	tba	-	tba	tba
P	Match BlueMotion 1.0 TSI	-	5	20395	9790	6-M	14	tba	tba	65.7	99	tba	tba	-	tba	-	tba	tba
P	Match BlueMotion 1.0 TSI Auto	-	5	21810	10469	7-A	14	tba	tba	65.7	99	tba	tba	-	tba	-	tba	tba
D	GT 1.6 TDI	-	3	22755	10922	5-M	13	tba	tba	72.4	101	1598	109/tba	-	tba	-	tba	tba
D	GT 1.6 TDI	-	5	23410	11237	5-M	13	tba	tba	72.4	101	1598	109/tba	-	tba	-	tba	tba
D	GT 1.6 TDI Auto	-	5	24825	11916	7-A	13	tba	tba	70.6	104	1598	109/tba	-	tba	-	tba	tba
D	GT 2.0 TDI	-	3	24120	12060	6-M	17	134	8.6	67.3	109	1968	148/3500	-	236/1750	-	1354	1600
D	GT 2.0 TDI	-	5	24775	12388	6-M	17	134	8.6	67.3	109	1968	148/3500	-	236/1750	-	1384	1600
D	GT 2.0 TDI Auto	309	5	26190	13095	6-A	17	131	8.6	61.4	119	1968	148/3500	-	236/1750	-	1405	1600
D	R-Line 2.0 TDI	-	3	25115	12558	6-M	17	134	8.6	67.3	109	1968	148/3500	-	236/1750	-	1354	1600
D	R-Line 2.0 TDI	-	5	25770	12885	6-M	17	134	8.6	67.3	109	1968	148/3500	-	236/1750	-	1384	1600
D	R-Line 2.0 TDI Auto	-	5	27185	13593	6-A	17	131	8.6	61.4	119	1968	148/3500	-	236/1750	-	1405	1600
D	GTD 2.0 TDI	-	3	26935	15084	6-M	26	143	7.5	67.3	109	1968	181/3500	-	280/2500	-	1377	1600
D	GTD 2.0 TDI	339	5	27590	15450	6-M	26	143	7.5	67.3	109	1968	181/3500	-	280/2500	-	1407	1600
D	GTD 2.0 TDI Auto	-	3	28350	15876	6-A	26	143	7.5	62.8	119	1968	181/3500	-	280/2500	-	1395	1600
D	GTD 2.0 TDI Auto	320	5	29005	16243	6-A	26	143	7.5	61.4	122	1968	181/3500	-	280/2500	-	1425	1600
PE	GTE 1.4 TSI plug-in hybrid Auto	-	5	28755	16103	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	243	1599	1500
PE	GTE Nav 1.4 TSI plug-in hybrid Auto	338	5	30520	17091	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	243	1599	1500
E	e-Golf Auto	328	5	26325	7898	1-A	15	87	10.4	(118)	0	-	-	114	-	199	1585	0
D	Estate S 1.6 TDI	-	5	20765	7475	5-M	10	116	12.9	72.4	102	1598	89/2750	-	170/1400	-	1395	1400
D	Estate S 1.6 TDI	-	5	21720	7819	5-M	12	122	11.0	72.4	102	1598	109/3200	-	184/1500	-	1395	1500
D	Estate BlueMotion 1.6 TDI	-	5	22785	8203	6-M	15	124	11.0	80.7	92	1598	109/3200	-	184/1500	-	1391	1000
D	Estate SE 1.6 TDI	-	5	22655	8156	5-M	11	122	11.0	72.4	102	1598	109/3200	-	184/1500	-	1395	1500
D	Estate SE 1.6 TDI Auto	-	5	24070	8665	7-A	11	122	11.0	70.6	104	1598	109/3200	-	184/1500	-	1412	1500
D	Estate SE 2.0 TDI	-	5	24020	8647	6-M	17	135	8.9	67.3	108	1968	148/3500	-	251/1750	-	1436	1600
D	Estate SE 2.0 TDI Auto	-	5	25435	9157	6-A	17	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1454	1600
P	Estate SE BlueMotion 1.0 TSI	-	5	20940	9214	6-M	13	127	10.1	65.7	99	999	114/5000	-	148/2000	-	1280	1100
D	Estate GT 2.0 TDI	-	5	25470	9169	6-M	17	135	8.9	65.7	110	1968	148/3500	-	251/1750	-	1436	1600
D	Estate GT 2.0 TDI Auto	-	5	26885	9679	6-A	17	134	8.9	61.4	120	1968	148/3500	-	251/1750	-	1454	1600
D	Estate GTD 2.0 TDI	-	5	28285	10183	6-M	26	144	7.9	64.2	115	1968	181/3500	-	280/1750	-	1475	1600
D	Estate GTD 2.0 TDI Auto	-	5	29700	10692	6-A	26	142	7.9	58.9	125	1968	181/3500	-	280/1750	-	1495	1600
D	Alltrack 1.6 TDI 4MOTION	-	5	26790	9644	6-M	10	116	12.1	60.1	122	1598	109/3250	-	184/1500	-	1544	1700
D	Alltrack 2.0 TDI 4MOTION	-	5	28155	10136	6-M	17	129	8.9	58.9	125	1968	148/3500	-	251/1750	-	1555	2000
D	Alltrack 2.0 TDI 4MOTION Auto	-	5	30595	11014	6-A	20	136	7.8	57.6	129	1968	181/3500	-	280/1750	-	1584	2000

Golf
Rating ★★★★☆

Tasteful benchmark for driving satisfaction and roof down motoring, wrapped in a casing of class.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cabriolet S 2.0 TDI	-	2	24305	12153	5-M	tba	tba	tba	65.7	111	1968	109/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI	-	2	25355	12678	5-M	tba	tba	tba	65.7	111	1968	109/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI	-	2	26720	12826	6-M	tba	tba	tba	65.7	112	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI Auto	-	2	28135	13505	6-A	tba	tba	tba	60.1	125	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet GT 2.0 TDI	-	2	27910	13397	6-M	tba	tba	tba	65.7	112	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet GT 2.0 TDI Auto	-	2	29325	14076	6-A	tba	tba	tba	60.1	125	1968	148/tba	-	tba	-	tba	tba

Golf SV
Rating ★★★★☆

Need space for your family but find MPVs too dowdy? The Golf SV is classy, practical and car-like to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	21025	7990	5-M	11	112	13.1	72.4	101	1598	89/2750	-	170/1400	-	1415	1300
D	S 1.6 TDI	329	5	21980	8352	5-M	13	119	11.3	72.4	101	1598	109/3200	-	184/1500	-	1420	1500
D	S 1.6 TDI Auto	-	5	23395	8890	7-A	13	119	11.3	70.6	104	1598	109/3200	-	184/1500	-	1436	1500
D	BlueMotion 1.6 TDI	-	5	23285	8848	6-M	13	122	1.3	74.3	98	1598	109/3200	-	184/1500	-	1435	1000
D	SE 1.6 TDI	-	5	22915	8708	5-M	11	119	11.3	72.4	101	1598	109/3200	-	184/1500	-	1420	1500
D	SE 1.6 TDI Auto	-	5	24330	9245	7-A	11	119	11.3	70.6	104	1598	109/3200	-	184/1500	-	1436	1500
D	SE 2.0 TDI	-	5	24280	9226	6-M	17	132	9.2	65.7	112	1968	148/3500	-	251/1750	-	1474	1600
D	SE 2.0 TDI Auto	-	5	25695	9764	6-A	17	130	9.2	60.1	122	1968	148/3500	-	251/1750	-	1492	1600
D	GT 2.0 TDI	-	5	25875	9833	6-M	17	132	9.2	64.2	115	1968	148/3500	-	251/1750	-	1510	1600
D	GT 2.0 TDI Auto	333	5	27290	10370	6-A	17	130	9.2	58.9	125	1968	148/3500	-	251/1750	-	1528	1600

Jetta
Rating ★★★★☆

VW's mini Passat is spacious and classy and buyers that like a traditional saloon need look no further.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	4	20175	9281	5-M	14	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	SE 2.0 TDI	-	4	21505	9892	5-M	15	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	SE 2.0 TDI Auto	-	4	22930	10548	7-A	15	122	11.0	67.3	109	1968	109/3200	-	184/1750	-	1415	1500
D	SE 2.0 TDI	-	4	22505	10802	6-M	22	137	8.9	67.3	109	1968	148/3500	-	251/1750	-	1425	1500
D	SE 2.0 TDI Auto	-	4	23930	11486	6-A	22	135	8.9	62.8	120	1968	148/3500	-	251/1750	-	1448	1500
D	GT 2.0 TDI	-	4	22370	10290	5-M	15	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	GT 2.0 TDI Auto	-	4	23795	10946	7-A	15	122	11.0	67.3	109	1968	109/3200	-	184/1750	-	1415	1500
D	GT 2.0 TDI	333	4	23370	11218	6-M	22	137	8.9	67.3	109	1968	148/3500	-	251/1750	-	1425	1500
D	GT 2.0 TDI Auto	-	4	24795	11902	6-A	22	135	8.9	62.8	120	1968	148/3500	-	251/1750	-	1448	1500

Beetle
Rating ★★★½☆

Reworked to attract male drivers. It should work: it looks dandy, drives well and has more room.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	3	18100	8688	5-M	13	113	11.0	65.7	112	1968	109/3500	-	184/1750	-	1380	0
D	Design 2.0 TDI	-	3	20475	9828	5-M	13	113	11.0	65.7	112	1968	109/3500	-	184/1750	-	1380	0
D	Design 2.0 TDI Auto	-	3	21935	10529	7-A	13	113	11.0	64.2	116	1968	109/3500	-	184/1750	-	1395	0
D	Design 2.0 TDI	-	3	21175	10164	6-M	20	125	8.9	61.4	119	1968	148/3500	-	251/1750	-	1421	0
D	Design 2.0 TDI Auto	-	3	22780	10934	6-A	20	124	8.9	58.9	127	1968	148/3500	-	251/1750	-	1445	0
D	Sport 2.0 TDI	-	3	22995	11038	6-M	21	125	8.9	61.4	119	1968	148/3500	-	251/1750	-	1421	0
D	Sport 2.0 TDI Auto	-	3	24600	11808	6-A	21	124	8.9	58.9	127	1968	148/3500	-	251/1750	-	1445	0
D	Cabriolet 2.0 TDI	-	2	21040	10099	5-M	15	112	11.7	64.2	115	1968	109/3500	-	184/1750	-	1485	0
D	Cabriolet Design 2.0 TDI	-	2	23415	11239	5-M	16	112	11.7	64.2	115	1968	109/3500	-	184/1750	-	1485	0
D	Cabriolet Design 2.0 TDI Auto	-	2	24875	11940	7-A	16	112	11.7	61.4	119	1968	109/3500	-	184/1750	-	1505	0
D	Cabriolet Design 2.0 TDI	-	2	24245	11638	6-M	23	124	9.3	61.4	120	1968	148/3500	-	251/1750	-	1505	0
D	Cabriolet Design 2.0 TDI Auto	-	2	25605	12290	6-A	23	123	9.3	56.5	130	1968	148/3500	-	251/1750	-	1529	0
D	Cabriolet Sport 2.0 TDI	-	2	25845	12406	6-M	23	124	9.3	61.4	120	1968	148/3500	-	251/1750	-	1505	0
D	Cabriolet Sport 2.0 TDI Auto	-	2	27205	13058	6-A	23	123	9.3	56.5	130	1968	148/3500	-	251/1750	-	1529	0

New Passat
Rating ★★★★½

Further shift into luxury territory by VW. Well mannered on the road, it's more economical and pricier than ever.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	4	22320	9374	6-M	15	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	S 1.6 TDI Auto	-	4	23920	10046	7-A	15	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	S 2.0 TDI	-	4	23445	10316	6-M	21	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	S 2.0 TDI Auto	-	4	25045	11020	6-A	21	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	BlueMotion 1.6 TDI	-	4	23200	9744	6-M	15	130	10.8	76.3	95	1598	118/3600	-	184/1750	-	1474	1500
D	SE 1.6 TDI	-	4	23460	9853	6-M	12	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	SE 1.6 TDI Auto	-	4	25060	10525	7-A	12	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	SE 2.0 TDI	-	4	24585	10817	6-M	19	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	SE 2.0 TDI Auto	-	4	26185	11521	6-A	19	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	SE Business 1.6 TDI	-	4	24115	10128	6-M	12	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	SE Business 1.6 TDI Auto	-	4	25715	10800	7-A	12	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	SE Business 2.0 TDI	335	4	25240	11106	6-M	19	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	SE Business 2.0 TDI Auto	-	4	26840	11810	6-A	19	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	GT 1.6 TDI	-	4	25420	10676	6-M	13	128	10.8	67.3	109	1598	118/3600	-	184/1750	-	1444	1500
D	GT 1.6 TDI Auto	-	4	27020	11348	7-A	13	128	10.8	68.9	106	1598	118/3600	-	184/1750	-	1459	1500
D	GT 2.0 TDI	-	4	26545	11680	6-M	19	136	8.7	68.9	109	1968	148/3500	-	251/1750	-	1475	2000
D	GT 2.0 TDI Auto	-	4	28145	12384	6-A	19	135	8.7	62.8	119	1968	148/3500	-	251/1750	-	1501	2000
D	GT 2.0 TDI	-	4	27895	12274	6-M	22	147	7.9	68.9	107	1968	188/3500	-	295/1750	-	1505	2000
D	GT 2.0 TDI Auto	-	4	29495	12978	6-A	22	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1549	2000
D	GT 2.0 BiTDI 4MOTION Auto	-	4	34625	15235	7-A	28	149	6.1	53.3	139	1968	236/4000	-	369/1750	-	1721	2200
D	R-Line 2.0 TDI	-	4	27540	12118	6-M	19	136	8.7	68.9	109	1968	148/3500	-	251/1750	-	1475	2000
D	R-Line 2.0 TDI Auto	-	4	29140	12822	6-A	19	135	8.7	62.8	119	1968	148/3500	-	251/1750	-	1501	2000
D	R-Line 2.0 TDI	-	4	28890	12712	6-M	23	147	7.9	68.9	107	1968	188/3500	-	295/1750	-	1505	2000
D	R-Line 2.0 TDI Auto	-	4	30490	13416	6-A	23	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1549	2000
D	R-Line 2.0 BiTDI 4MOTION Auto	-	4	35620	15673	7-A	28	149	6.1	53.3	139	1968	236/4000	-	369/1750	-	1721	2200
D	Estate S 1.6 TDI	-	5	23815	10479	6-M	15	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate S 1.6 TDI Auto	-	5	25470	11207	7-A	15	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate S 2.0 TDI	-	5	24995	10998	6-M	21	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1503	2000
D	Estate S 2.0 TDI Auto	-	5	26595	11702	6-A	21	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate BlueMotion 1.6 TDI	-	5	24750	10395	6-M	15	129	11.0	76.3	95	1598	118/3600	-	184/1750	-	1505	1500
D	Estate SE 1.6 TDI	-	5	25010	11004	6-M	12	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate SE 1.6 TDI Auto	-	5	26610	11708	7-A	12	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate SE 2.0 TDI	-	5	26135	11499	6-M	19	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1503	2000
D	Estate SE 2.0 TDI Auto	-	5	27735	12203	6-A	19	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate SE Business 1.6 TDI	-	5	25665	11293	6-M	12	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate SE Business 1.6 TDI Auto	-	5	27265	11997	7-A	12	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate SE Business 2.0 TDI	-	5	26790	11788	6-M	19	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1503	2000
D	Estate SE Business 2.0 TDI Auto	-	5	28390	12492	6-A	19	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate GT 1.6 TDI	-	5	26970	11867	6-M	13	127	11.0	67.3	110	1598	118/3600	-	184/1750	-	1485	1500
D	Estate GT 1.6 TDI Auto	-	5	28570	12571	7-A	13	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1500	1500
D	Estate GT 2.0 TDI	-	5	28095	12362	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1503	2000
D	Estate GT 2.0 TDI Auto	-	5	29695	13066	6-A	19	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
D	Estate GT 2.0 TDI	-	5	29445	12956	6-M	22	146	8.1	67.3	110	1968	188/3500	-	295/1750	-	1590	2000
D	Estate GT 2.0 TDI Auto	-	5	31045	13660	6-A	22	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
D	Estate GT 2.0 BiTDI 4MOTION Auto	-	5	36045	15860	7-A	28	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200
D	Estate R-Line 2.0 TDI	-	5	29090	12800	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1503	2000
D	Estate R-Line 2.0 TDI Auto	-	5	30690	13504	6-A	19	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
D	Estate R-Line 2.0 TDI	-	5	30385	13369	6-M	23	146	8.1	67.3	110	1968	188/3500	-	295/1750	-	1590	2000
D	Estate R-Line 2.0 TDI Auto	-	5	31985	14073	6-A	23	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
D	Estate R-Line 2.0 BiTDI 4MOTION Auto	-	5	36985	16273	7-A	28	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200
D	Alltrack 2.0 TDI 4MOTION	-	5	30855	14193	6-M	tba	127	9.2	57.6	130	1968	148/3500	-	251/1750	-	1670	2200
D	Alltrack 2.0 TDI 4MOTION Auto	-	5	33805	15550	6-A	tba	136	8.0	54.3	137	1968	188/3600	-	295/1900	-	1705	2200

CC
Rating ★★★½☆

Psst - don't mention Passat! Prettier, and more shapely than its predecessor, it's good to drive too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	4	26995	12958	6-M	23	135	9.1	tba	115	1968	148/3500	-	251/1750	-	1573	1800
D	2.0 TDI Auto	-	4	28345	13606	6-A	23	135	9.1	tba	125	1968	148/3500	-	251/1750	-	1596	1800
D	GT 2.0 TDI	-	4	28575	13716	6-M	24	135	9.1	tba	115	1968	148/3500	-	251/1750	-	1573	1800
D	GT 2.0 TDI Auto	-	4	29925	14364	6-A	24	135	9.1	tba	125	1968	148/3500	-	251/1750	-	1596	1800
D	GT 2.0 TDI	-	4	30600	14076	6-M	tba	145	8.1	tba	114	1968	181/3500	-	280/1750	-	1590	1800
D	GT 2.0 TDI Auto	-	4	31950	14697	6-A	27	144	8.1	tba	125	1968	181/3500	-	280/1750	-	1607	1800
D	R-Line 2.0 TDI	-	4	29225	14028	6-M	tba	135	9.1	tba	115	1968	148/3500	-	251/1750	-	1573	1800
D	R-Line 2.0 TDI Auto	-	4	30575	14676	6-A	tba	135	9.1	tba	125	1968	148/3500	-	251/1750	-	1596	1800
D	R-Line 2.0 TDI	-	4	31250	14375	6-M	tba	145	8.1	tba	114	1968	181/3500	-	280/1750	-	1590	1800
D	R-Line 2.0 TDI Auto	-	4	32600	14996	6-A	28	144	8.1	tba	125	1968	181/3500	-	280/1750	-	1607	1800

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTRIC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

Scirocco
Rating ★★★½

Mild tweaks bring the Scirocco more up to date, with fresh, frugal engines and sharper looks.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	3	23455	13135	6-M	26	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	2.0 TDI Auto	-	3	24955	13975	6-A	26	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT 2.0 TDI	322	3	25305	14171	6-M	26	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	GT 2.0 TDI Auto	-	3	26805	15011	6-A	26	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT 2.0 TDI	-	3	26305	14205	6-M	29	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	GT 2.0 TDI Auto	338	3	27805	15015	6-A	29	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0
D	R-Line 2.0 TDI	-	3	27375	15330	6-M	27	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	R-Line 2.0 TDI Auto	-	3	28875	16170	6-A	27	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	R-Line 2.0 TDI	-	3	28375	15323	6-M	30	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	R-Line 2.0 TDI Auto	-	3	29875	16133	6-A	30	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0

New Touran
Rating ★★★★

Based on the latest MQB platform, it's more dynamically rewarding than before. It's also more expensive, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	23840	10490	6-M	tba	tba	tba	tba	116	1598	tba	-	tba	-	tba	tba
D	S 1.6 TDI Auto	-	5	25140	11062	6-A	tba	tba	tba	tba	111	1598	tba	-	tba	-	tba	tba
D	SE 1.6 TDI	-	5	25230	11101	6-M	tba	tba	tba	tba	116	1598	tba	-	tba	-	tba	tba
D	SE 1.6 TDI Auto	-	5	26530	11673	6-A	tba	tba	tba	tba	111	1598	tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	26730	12296	6-M	tba	tba	tba	tba	116	1968	tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	28030	12894	6-A	tba	tba	tba	tba	125	1968	tba	-	tba	-	tba	tba
D	SE Family 1.6 TDI	-	5	26715	11755	6-M	tba	tba	tba	tba	116	1598	tba	-	tba	-	tba	tba
D	SE Family 1.6 TDI Auto	-	5	28015	12327	6-A	tba	tba	tba	tba	111	1598	tba	-	tba	-	tba	tba
D	SE Family 2.0 TDI	-	5	28215	12979	6-M	tba	tba	tba	tba	116	1968	tba	-	tba	-	tba	tba
D	SE Family 2.0 TDI Auto	-	5	29515	13577	6-A	tba	tba	tba	tba	125	1968	tba	-	tba	-	tba	tba
D	SEL 2.0 TDI	-	5	28215	12979	6-M	tba	tba	tba	tba	117	1968	tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	29515	13577	6-A	tba	tba	tba	tba	126	1968	tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	30510	14035	6-A	tba	tba	tba	tba	123	1968	tba	-	tba	-	tba	tba

Touran
Rating ★★★½

Revamp made it more appealing and better looking. It's versatile, and decent to drive too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	21750	10440	6-M	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1544	1500
D	S 1.6 TDI Auto	-	5	22985	11033	7-A	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1556	1500
D	SE 1.6 TDI	-	5	23855	11450	6-M	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1544	1500
D	SE 1.6 TDI Auto	-	5	25090	12043	7-A	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1556	1500
D	SE 2.0 TDI	-	5	25620	11273	6-M	19	126	9.9	58.9	127	1968	138/4200	-	236/1750	-	1582	1500
D	SE 2.0 TDI Auto	-	5	26985	11873	6-A	19	125	9.9	54.3	135	1968	138/4200	-	236/1750	-	1603	1500
D	Sport 2.0 TDI	-	5	27080	11915	6-M	19	126	9.9	58.9	127	1968	138/4200	-	236/1750	-	1582	1500
D	Sport 2.0 TDI Auto	-	5	28445	12516	6-A	19	125	9.9	54.3	135	1968	138/4200	-	236/1750	-	1603	1500
D	Sport 2.0 TDI Auto	-	5	28500	12540	6-A	24	133	8.8	49.6	150	1968	174/4200	-	280/1750	-	1598	1600

CHART TOPPERS

BEST-SELLING BRITISH-BUILT DIESEL CARS IN 2014

1	Nissan Qashqai	32,707
2	Vauxhall Astra	21,556
3	Range Rover Evoque	17,416
4	Nissan Juke	16,632
5	Jaguar XF	13,372

New Sharan
Rating ★★★½

A proper seven-seater with room to spare. The mildest of facelifts brings with it Euro-6 engines.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	26970	14564	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	S 2.0 TDI	-	5	27930	15082	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	S 2.0 TDI Auto	-	5	29410	15881	6-A	tba	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	30115	16262	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	31595	17061	6-A	tba	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	31685	17110	6-M	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	33035	17839	6-A	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI	-	5	30790	16627	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI Auto	-	5	32270	17426	6-A	tba	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI	-	5	32360	17474	6-M	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI Auto	-	5	33710	18203	6-A	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI	-	5	33360	18014	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	34840	18814	6-A	tba	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI	-	5	34930	18862	6-M	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	36280	19591	6-A	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba

LONG TERM TEST

Sharan
Rating ★★★★½

No doubt one of the classiest of the MPV crop. Simply bags of space inside and super-smooth to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	26065	11990	6-M	14	114	12.6	50.4	146	1968	114/4200	-	207/1750	-	1772	2000
D	S 2.0 TDI	-	5	26815	12335	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	S 2.0 TDI Auto	-	5	28150	12949	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SE 2.0 TDI	-	5	29125	13398	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	SE 2.0 TDI Auto	-	5	30460	14012	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SE 2.0 TDI	-	5	30730	12907	6-M	21	129	9.3	48.7	152	1968	174/4200	-	280/1750	-	1800	2200
D	SE 2.0 TDI Auto	-	5	32065	13467	6-A	21	128	9.6	47.9	154	1968	174/4200	-	280/1750	-	1804	2200
D	SEL 2.0 TDI	-	5	32025	14732	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	SEL 2.0 TDI Auto	-	5	33360	15346	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SEL 2.0 TDI	-	5	33630	14125	6-M	21	129	9.3	48.7	152	1968	174/4200	-	280/1750	-	1800	2200
D	SEL 2.0 TDI Auto	-	5	34965	14685	6-A	21	128	9.6	47.9	154	1968	174/4200	-	280/1750	-	1804	2200
D	Executive 2.0 TDI	-	5	32275	14847	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	Executive 2.0 TDI Auto	-	5	33610	15461	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200

Tiguan
Rating ★★★★

Quality cabin and good on-road dynamics make the Tiguan a winner. It looks classy, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI 2WD	-	5	22975	12407	6-M	14	111	11.9	56.5	130	1968	109/3000	-	207/1500	-	1592	1800
D	S 2.0 TDI 2WD	-	5	23525	13174	6-M	17	123	9.8	56.5	130	1968	148/3500	-	251/1750	-	1597	2000
D	S 2.0 TDI 4MOTION	-	5	25295	14165	6-M	17	120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
D	S 2.0 TDI 4MOTION Auto	-	5	26790	15002	7-A	17	117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
D	Match 2.0 TDI 2WD	-	5	25520	14291	6-M	18	123	9.8	56.5	130	1968	148/3500	-	251/1750	-	1597	2000
D	Match 2.0 TDI 4MOTION	-	5	27290	15282	6-M	19	120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
D	Match 2.0 TDI 4MOTION Auto	-	5	28815	16136	7-A	19	117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
D	Match 2.0 TDI 4MOTION Auto	-	5	29820	17296	7-A	23	127	8.3	49.6	150	1968	181/3500	-	280/1750	-	1727	2200
D	R-Line 2.0 TDI 4MOTION	-	5	29120	16307	6-M	18	120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
D	R-Line 2.0 TDI 4MOTION Auto	-	5	30645	17161	7-A	18	117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
D	R-Line 2.0 TDI 4MOTION Auto	-	5	31650	18357	7-A	23	127	8.3	49.6	150	1968	181/3500	-	280/1750	-	1727	2200
D	Escape 2.0 TDI 4MOTION	-	5	27980	15669	6-M	18	120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
D	Escape 2.0 TDI 4MOTION Auto	-	5	29475	16506	7-A	18	117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500

Touareg
Rating ★★★★

Large SUV recently gained a new face, an uplift in technology and more fuel efficient powerplants.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 3.0 V6 TDI 4MOTION Auto	341	5	43605	21803	8-A	40	128	8.7	42.8	173	2967	201/3200	-	332/1250	-	2185	3500
D	SE 3.0 V6 TDI 4MOTION Auto	-	5	45405	22703	8-A	43	140	7.3	42.8	174	2967	259/3800	-	428/1750	-	2185	3500
D	Escape 3.0 V6 TDI 4MOTION Auto	-	5	45605	22803	8-A	43	137	7.6	40.9	180	2967	259/3800	-	428/1750	-	2251	3500
D	R-Line 3.0 V6 TDI 4MOTION Auto	-	5	46605	23303	8-A	40	128	8.7	42.8	173	2967	201/3200	-	332/1250	-	2185	3500
D	R-Line 3.0 V6 TDI 4MOTION Auto	-	5	48405	24203	8-A	43	140	7.3	42.8	174	2967	259/3800	-	428/1750	-	2185	3500

XL1
Rating ★★★

Groundbreaking two-seat ecocar wearing a supercar price tag. Just 200 to be sold around the world.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
DE	TDI Plug-In-Hybrid	-	3	98515	tba	7-A	tba	100	12.7	313.0	21	800	47/tba	27	89/tba	103	795	0

Amarok
Rating ★★★★

Pick-up truck that thinks it's a car, drives everywhere and boasts clever-clogs technology. It's absolutely terrific.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Startline 2.0 TDI Selectable 4MOTION	-	4	25054	9521	6-M	9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2108	3000
D	Trendline 2.0 TDI Selectable 4MOTION	-	4	26278	9986	6-M	9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2113	3000
D	Trendline 2.0 BiTDI Selectable 4MOTION	-	4	27238	10350	6-M	9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2058	3000
D	Highline 2.0 BiTDI Selectable 4MOTION	-	4	30874	11732	6-M	9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2079	3000
D	Highline 2.0 BiTDI Permanent 4MOTION Auto	-	4	32980	12532	6-M	9	108	11.3	35.3	211	1968	178/4000	-	310/1750	-	2093	3200
D	Ultimate 2.0 BiTDI Selectable 4MOTION	-	4	36448	13850	6-M	10	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2100	3000
D	Ultimate 2.0 BiTDI Permanent 4MOTION Auto	-	4	38146	14495	8-A	10	108	11.3	33.2	224	1968	178/4000	-	310/1750	-	2099	3200

VOLVO

UK dealers: 109 **Warranty:** 3 years/60,000miles **Servicing:** 18,000miles

S60
Rating ★★★★

Very safe alternative to Audi A4 and co. It's got class, low CO2 engines and is good to drive. Cross Country unusual.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D3 Business Edition	-	4	22795	9118	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 Business Edition Auto	-	4	24280	9712	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 Business Edition	-	4	24045	9137	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 Business Edition Auto	-	4	25530	9701	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D2 SE	-	4	26945	10778	6-M	tba	121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1546	1600
D	D2 SE Auto	-	4	28430	11372	6-A	tba	121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559	1600
D	D3 SE	-	4	27795	11118	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 SE Auto	-	4	29280	11712	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 SE Nav	-	4	29845	11341	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 SE Nav Auto	-	4	31395	11930	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D3 SE Lux	-	4	30095	12038	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 SE Lux Auto	-	4	31580	12632	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 SE Lux Nav	-	4	32145	12215	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 SE Lux Nav Auto	-	4	33695	12804	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D2 R-Design	-	4	28445	11378	6-M	tba	121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1546	1600
D	D2 R-Design Auto	-	4	29930	11972	6-A	tba	121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559	1600
D	D3 R-Design	-	4	29295	11718	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 R-Design Auto	-	4	30780	12312	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 R-Design Nav	-	4	31345	11911	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 R-Design Nav Auto	-	4	32895	12500	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D3 R-Design Lux	-	4	31795	12718	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 R-Design Lux Auto	-	4	33280	13312	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 R-Design Lux Nav	-	4	33845	12861	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 R-Design Lux Nav Auto	-	4	35395	13450	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	Cross Country D4 Lux Nav	-	4	33695	12130	6-M	tba	130	7.7	67.3	111	1969	188/4250	-	295/1750	-	1632	1800
D	Cross Country D4 Lux Nav Auto	-	4	35245	12688	8-A	tba	130	7.7	70.6	120	1969	188/4250	-	295/1750	-	1656	1800
D	Cross Country D4 AWD Lux Nav Auto	-	4	36725	13221	6-A	tba	130	8.8	49.6	149	2400	188/4000	-	310/1500	-	1729	1900

S80
Rating ★★★½

Can Scandinavia take on and beat BMW's 5 Series? It can try... S80 is masterful but won't turn heads, despite facelift.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D4 SE Nav	-	4	32220	11599	6-M	28	140	8.4	68.9	108	1969	178/4250	-	295/1750	-	1609	1800
D	D4 SE Nav Auto	-	4	33770	12157	8-A	28	140	8.4	62.8	119	1969	178/4250	-	295/1750	-	1635	1800
D	D4 SE Lux	-	4	33720	12139	6-M	29	140	8.4	68.9	108	1969	178/4250	-	295/1750	-	1609	1800
D	D4 SE Lux Auto	-	4	35270	12697	8-A	29	140	8.4	62.8	119	1969	178/4250	-	295/1750	-	1635	1800

LONG TERM TEST

V40
Rating ★★★★

Bang-on bid to break the premium hatch sector. V40 oozes style from every pore. Safe in all senses.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D2 ES	-	5	21195	8478	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 ES Auto	-	5	22680	9072	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D2 SE	311	5	22720	9088	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 SE Auto	-	5	24205	9682	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 SE	-	5	23770	11410	6-M	tba	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 SE Auto	-	5	25255	12122	6-A	tba	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 SE	-	5	24970	11986	6-M	27	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 SE Auto	-	5	26520	12730	8-A	27	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 SE Lux	304	5	24720	9888	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 SE Lux Auto	-	5	26205	10482	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 SE Lux Nav	-	5	25520	12250	6-M	23	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 SE Lux Nav Auto	-	5	27005	12962	6-A	23	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 SE Lux Nav	-	5	27770	13330	6-M	28	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 SE Lux Nav Auto	-	5	29320	14074	8-A	28	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 R-Design	-	5	23495	9398	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 R-Design Auto	-	5	24980	9992	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 R-Design	313	5	24545	11782	6-M	21	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 R-Design Auto	-	5	26030	12494	6-A	21	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 R-Design	-	5	25745	12358	6-M	27	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 R-Design Auto	-	5	27295	13102	8-A	27	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 R-Design Lux	-	5	25170	10068	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 R-Design Lux Auto	-	5	26655	10662	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 R-Design Lux Nav	-	5	27020	12970	6-M	23	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 R-Design Lux Nav Auto	-	5	28505	13682	6-A	23	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 R-Design Lux Nav	-	5	28220	13546	6-M	28	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 R-Design Lux Nav Auto	-	5	29770	14290	8-A	28	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	Cross Country D2 SE	-	5	23820	9528	6-M	tba	118	10.6	76.4	96	1969	118/3750	-	207/1500	-	1434	1300
D	Cross Country D2 SE Auto	-	5	25305	10122	6-A	tba	118	10.6	72.4	101	1969	118/3750	-	207/1500	-	1450	1300
D	Cross Country D3 SE	-	5	24870	11938	6-M	tba	118	8.5	74.3	99	1969	148/3750	-	236/1750	-	1434	1500
D	Cross Country D3 SE Auto	-	5	26355	12650	6-A	tba	118	8.5	70.6	105	1969	148/3750	-	236/1750	-	1450	1500
D	Cross Country D4 SE	-	5	26070	12514	6-M	26	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D	Cross Country D4 SE Auto	330	5	27620	13258	8-A	26	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500
D	Cross Country D2 Lux	-	5	25820	10328	6-M	tba	118	10.6	76.4	96	1969	118/3750	-	207/1500	-	1434	1300
D	Cross Country D2 Lux Auto	-	5	27305	10922	6-A	tba	118	10.6	72.4	101	1969	118/3750	-	207/1500	-	1450	1300
D	Cross Country D3 Lux Nav	-	5	27670	13282	6-M	tba	118	8.5	74.3	99	1969	148/3750	-	236/1750	-	1434	1500
D	Cross Country D3 Lux Nav Auto	-	5	29155	13994	6-A	tba	118	8.5	70.6	105	1969	148/3750	-	236/1750	-	1450	1500
D	Cross Country D4 Lux Nav	-	5	28870	13858	6-M	27	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D	Cross Country D4 Lux Nav Auto	-	5	30420	14602	8-A	27	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500

V60
Rating ★★★½

Not-so-huge Volvo estate is nonetheless loaded with appeal. Great cabin and engine choices and now revised.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D3 Business Edition	-	5	23995	9118	6-M	21	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 Business Edition Auto	-	5	25480	9682	6-A	21	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 Business Edition	-	5	25245	9593	6-M	27	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 Business Edition Auto	-	5	26795	10182	8-A	27	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D	D2 SE	-	5	28145	10695	6-M	18	121	11.5	74.3	101	1969	118/3750	-	207/1500	-	1575	1600
D	D2 SE Auto	-	5	29630	11259	6-A	18	121	11.7	67.3	111	1969	118/3750	-	207/1500	-	1588	1600
D	D3 SE	-	5	28995	11018	6-M	20	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 SE Auto	-	5	30480	11582	6-A	20	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 SE Nav	-	5	31045	11797	6-M	28	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 SE Nav Auto	-	5	32595	12386	8-A	28	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D	D3 SE Lux	-	5	31395	11930	6-M	23	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 SE Lux Auto	-	5	32880	12494	6-A	23	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 SE Lux Nav	-	5	33445	12709	6-M	29	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 SE Lux Nav Auto	-	5	34995	13298	8-A	29	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
DE	D6 Twin Engine SE Lux Nav Auto	-	5	45175	18070	6-A	41	143	6.0	155.2	48	2400	217/4000	67	325/1500	148	1988	1800
D	D2 R-Design	-	5	29645	11265	6-M	19	121	11.5	74.3	101	1969	118/3750	-	207/1500	-	1575	1600
D	D2 R-Design Auto	-	5	31130	11829	6-A	19	121	11.7	67.3	111	1969	118/3750	-	207/1500	-	1588	1600
D	D3 R-Design	-	5	30495	11588	6-M	23	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 R-Design Auto	-	5	31980	12152	6-A	23	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 R-Design Nav	-	5	32545	12367	6-M	28	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 R-Design Nav Auto	-	5	34095	12956	8-A	28	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D	D3 R-Design Lux	-	5	33095	12576	6-M	24	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 R-Design Lux Auto	-	5	34580	13140	6-A	24	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 R-Design Lux Nav	-	5	35145	13355	6-M	29	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 R-Design Lux Nav Auto	-	5	36695	13944	8-A	29	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
DE	D6 Twin Engine R-Design Lux Nav Auto	-	5	46875	18750	6-A	42	143	6.0	155.2	48	2400	217/4000	67	325/1500	148	1988	1800
D	Cross Country D3 SE	-	5	30195	11474	6-M	tba	127	9.1	67.3	111	1969	148/4250	-	258/1500	-	1634	1800
D	Cross Country D3 SE Auto	-	5	31745	12063	8-A	tba	127	9.1	61.4	120	1969	148/4250	-	258/1500	-	1664	1800

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

POWER

V60 (continued)

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D Cross Country D4 SE Nav	-	5	32245	12253	6-M tba	130	7.8	67.3	111	1969	188/4250	-	295/1750	-	1634	1800
D Cross Country D4 SE Nav Auto	-	5	33795	12842	8-A tba	130	7.8	61.4	120	1969	188/4250	-	295/1750	-	1666	1800
D Cross Country D4 AWD SE Nav Auto	-	5	35275	13405	6-A tba	127	8.9	49.6	149	2400	188/4000	-	310/1500	-	1763	1900
D Cross Country D3 Lux	-	5	32945	12519	6-M tba	127	9.1	67.3	111	1969	148/4250	-	258/1500	-	1634	1800
D Cross Country D3 Lux Auto	-	5	34495	13108	8-A tba	127	9.1	61.4	120	1969	148/4250	-	258/1500	-	1664	1800
D Cross Country D4 Lux Nav	-	5	34995	13298	6-M tba	130	7.8	67.3	111	1969	188/4250	-	295/1750	-	1634	1800
D Cross Country D4 Lux Nav Auto	-	5	36545	13887	8-A tba	130	7.8	61.4	120	1969	188/4250	-	295/1750	-	1666	1800
D Cross Country D4 AWD Lux Nav Auto	-	5	38025	14450	6-A tba	127	8.9	49.6	149	2400	188/4000	-	310/1500	-	1763	1900

LONG TERM TEST

V70

Rating ★★★½☆

Big enough to swallow your life and still drive away in style. Essential kit for happy families.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D D3 Business Edition	-	5	25995	8838	6-M tba	127	9.8	68.9	108	1969	148/3750	-	236/1750	-	1667	1800
D D3 Business Edition Auto	-	5	27480	9343	6-A tba	127	9.8	65.7	112	1969	148/3750	-	236/1750	-	1679	1800
D D4 Business Edition	-	5	27195	9790	6-M 28	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D D4 Business Edition Auto	-	5	28745	10348	8-A 28	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800
D D3 SE Nav	-	5	31920	10853	6-M tba	127	9.8	65.7	113	1969	148/3750	-	236/1750	-	1667	1800
D D3 SE Nav Auto	-	5	33405	11358	6-A tba	127	9.8	62.8	118	1969	148/3750	-	236/1750	-	1679	1800
D D4 SE Nav	-	5	33120	11923	6-M 29	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D D4 SE Nav Auto	-	5	34670	12481	8-A 29	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800
D D3 SE Lux	-	5	33520	11397	6-M tba	127	9.8	65.7	113	1969	148/3750	-	236/1750	-	1667	1800
D D3 SE Lux Auto	-	5	35005	11902	6-A tba	127	9.8	62.8	118	1969	148/3750	-	236/1750	-	1679	1800
D D4 SE Lux	-	5	34720	12499	6-M 30	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D D4 SE Lux Auto	-	5	36270	13057	8-A 30	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800

XC60

Rating ★★★½☆

Upmarket SUV that's adorned with the cool extra of Volvo's badge. Safe, comfy and great to drive.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D D4 SE	-	5	31660	16463	6-M 28	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D D4 SE Auto	-	5	33210	17269	8-A 28	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D D4 AWD SE	-	5	33190	15931	6-M tba	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D D4 AWD SE Auto	-	5	34675	16644	6-A tba	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D D5 AWD SE Nav	-	5	35990	16555	6-M tba	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D D5 AWD SE Nav Auto	-	5	37475	17239	6-A tba	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D D4 SE Lux	-	5	34360	17867	6-M 29	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D D4 SE Lux Auto	-	5	35910	18673	8-A 29	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D D4 AWD SE Lux	-	5	35890	17227	6-M tba	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D D4 AWD SE Lux Auto	-	5	37375	17940	6-A tba	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D D5 AWD SE Lux Nav	-	5	38690	17797	6-M tba	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D D5 AWD SE Lux Nav Auto	-	5	40175	18481	6-A tba	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D D4 R-Design	-	5	32935	17126	6-M 28	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D D4 R-Design Auto	-	5	34485	17932	8-A 28	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D D4 AWD R-Design	-	5	34465	16543	6-M tba	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D D4 AWD R-Design Auto	-	5	35950	17256	6-A tba	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D D5 AWD R-Design Nav	-	5	37265	17142	6-M tba	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D D5 AWD R-Design Nav Auto	-	5	38750	17825	6-A tba	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D D4 R-Design Lux	-	5	35560	18491	6-M 29	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D D4 R-Design Lux Auto	-	5	37110	19297	8-A 29	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D D4 AWD R-Design Lux	-	5	37090	17803	6-M tba	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D D4 AWD R-Design Lux Auto	-	5	38575	18516	6-A tba	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D D5 AWD R-Design Lux Nav	-	5	39890	18349	6-M tba	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D D5 AWD R-Design Lux Nav Auto	-	5	41375	19033	6-A tba	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000

XC70

Rating ★★★½☆

Chunkier version of the V70. Lots of space, great engines and a comfy interior are its attributes. Now updated.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D D4 SE Nav	-	5	34470	13099	6-M 29	130	8.8	64.2	115	1969	178/4250	-	295/1750	-	1740	1800
D D4 SE Nav Auto	-	5	36020	13688	8-A 29	130	8.8	58.9	127	1969	178/4250	-	295/1750	-	1765	1800
D D4 AWD SE Nav	-	5	36400	15288	6-M 30	127	9.2	54.3	137	2400	178/4000	-	310/1500	-	1799	2100
D D4 AWD SE Nav Auto	-	5	37885	15912	6-A 30	124	9.5	48.7	153	2400	178/4000	-	310/1500	-	1796	2100
D D5 AWD SE Nav Auto	-	5	39285	15714	6-A 32	130	8.2	48.7	153	2400	217/4000	-	325/1500	-	1816	2100
D D4 SE Lux	-	5	36420	13840	6-M 30	130	8.8	64.2	115	1969	178/4250	-	295/1750	-	1740	1800
D D4 SE Lux Auto	-	5	37970	14429	8-A 30	130	8.8	58.9	127	1969	178/4250	-	295/1750	-	1765	1800
D D4 AWD SE Lux	-	5	38350	16107	6-M 31	127	9.2	54.3	137	2400	178/4000	-	310/1500	-	1799	2100
D D4 AWD SE Lux Auto	-	5	39835	16731	6-A 31	124	9.5	48.7	153	2400	178/4000	-	310/1500	-	1796	2100
D D5 AWD SE Lux Auto	-	5	41235	16494	6-A 32	130	8.2	48.7	153	2400	217/4000	-	325/1500	-	1816	2100

New XC90

Rating ★★★★½

All-new XC90 is the most luxurious Volvo ever, with a hike in price, too. It's the new class leader.

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D D5 AWD Momentum Auto	340	5	45750	21045	8-A 33	137	7.8	49.6	149	1969	221/4250	-	347/1750	-	2009	2700
PE T8 Twin Engine Momentum Auto	-	5	59955	27579	8-A tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2296	2500
D D5 AWD R-Design Auto	-	5	49285	22671	8-A 34	137	7.8	48.7	152	1969	221/4250	-	347/1750	-	2009	2700
PE T8 Twin Engine R-Design Auto	-	5	62855	28913	8-A tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2296	2500
D D5 AWD Inscription Auto	-	5	50185	23085	8-A 34	137	7.8	48.7	152	1969	221/4250	-	347/1750	-	2009	2700
PE T8 Twin Engine Inscription Auto	-	5	63705	29304	8-A tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2296	2500

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JEERBOX

WHO'S DRIVING YOU HOME?

After Fiat Chrysler recalls 1.4 million cars to fix a software vulnerability, **Simon Hacker** explores how easy it might be for criminals to tune into your car's controls.

1 We've glanced upon this subject before in this page, but Fiat Chrysler's sudden recall of a staggering 1.4 million cars in the USA has pushed the issue of car hacking far higher in the news agenda. What was a what-if story is fast becoming a headline consumer issue. To recap, this is a problem we could all see coming: cars are increasingly little more than mobile computers. A basic service can be largely carried out via their USB connection. Car makers boast of each new model's increasing telemetry and connectivity, and the steady progress we make towards making our wheels remotely operable inevitably opens a new arena for tech-savvy criminals to exploit. So the day when you head off for the office only to find your car disagreeing and directing itself to a shady lay-by where a hooded gang with an open-backed lorry awaits, may not be so far off.

2 Let's pause that nightmare for a while though. How real is the threat today? Well, the USA's Wired magazine has shown social responsibility by exposing this issue, but has not urged mass panic quite yet. Basically, two hackers working for the magazine were able to remotely manipulate a Jeep Cherokee's transmission, radio, air conditioning and other systems, their access being from mobile phone to the car's Uconnect entertainment system, and from there into the car's key functions of steering, braking and throttle. In raw terms, the "crashed" Jeep shows the move towards wireless operation of your car's functions exposes the car, and you, to exploitation by a third-party.

3 Wired's scoop, however, is a tad ahead of the game. At heart, this remains largely an anticipated risk, with no reported case of a hijacking out there beyond this media initiative. The recall being implemented is also easy-peasy. The maker sends out a small hard drive you plug into your car, enabling a patch for the software to be imported. The hackers at Wired say it's a proper fix. Panic over then, if you're one of those 1.4 million motorists, but as Jim Gillette, a Detroit auto expert, observes: "I think that this whole recall is going to send a message to the other automakers, 'boy we better figure out very quickly how to prevent this sort of thing from occurring in the future'."

WIRED

4 So you'd be foolish to point and laugh at Jeep owners, especially if you drive a car with iPhone or Android integration. Apps such as the Viper SmartStart allows you to unlock and fire up your engine from anywhere, free of the geographical limits of Bluetooth and traditional keyless systems. And websites such as www.lifehacker.com offer instructions on building a system to enable your car to receive a text message ordering it to start up, all for little more than £25. Suddenly this kind of 007 technology is cheaply available and you don't need a supercar to run it. If tinkering with your car's brain worries you (which it should) there's always the official route: makers such as Mazda, with its CX-5 Mazda Mobile Start, offer remote activation for US customers for $65 annually. And Land Rover has recently demonstrated an app to drive a Range Rover Sport, just as Pierce Brosnan remotely piloted his BMW 750i in the Bond film, Tomorrow Never Dies.

5 Criminals might be salivating at all this, but there's a side to remote apping which is perhaps even darker. Government spooks, you can be assured, will already be looking into the implications and benefits of being able to hack into your wheels, turning your dashboard into a listening post and, of course, directing your car to the nearest convenient point if they would like a friendly chat. All the same, we are told that the chances of having your car hacked are less than you being struck by lightning. Having said that, 24,000 people are killed, on average, every year, by bolts from the blue – and being in your car is statistically a safe place to be during any thunderstorm. Classic car with a crank handle, anyone?

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